

Ports & Harbors

The Publisher The International Association of Ports and Harbors

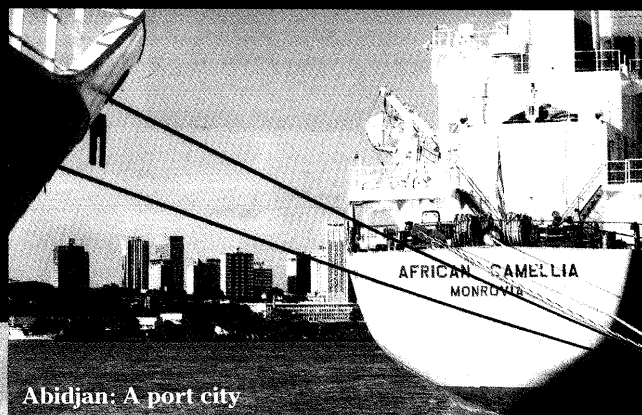
January-February
1995
Vol.40

No. 1



Port of Abidjan Côte d'Ivoire

A Reference in Africa



Abidjan: A port city



The Vridi container Terminal: Gantry cranes in operations

45 years in the service of the Ivoirian economy and sub regional cooperation

Did You Know?

Osaka : the City of Commerce, Making Great Headway into the 21st Century

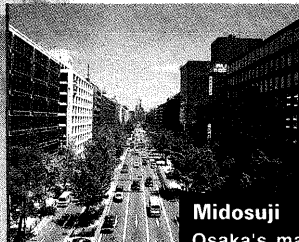
Hub of Exchange and Trade Activities

Osaka: a commercial city developed and prospered since ancient times as the economic center of Japan. With the opening of the Kansai International Airport, Osaka is about to "take off" into the wider world as the hub of exchange and trade, not only with other parts of Japan but also with Asia and the rest of the world. To provide a further boost, the Asia Pacific Economic Cooperation (APEC) Conference will be held in Osaka next autumn. Osaka is indeed the hub of current world attention.

Dotombori
Night scene of
Osaka, full of energy
and vitality



Osaka Business Park
Osaka's new business
complex set along the
riverfront



Midosuji
Osaka's main street
lined with imposing
commercial buildings

商都

Port of Osaka would like to invite the 21st World Ports Conference of IAPH in 1999

Now You Know

OSAKA PORT



Port of Osaka

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OSAKA PORT PROMOTION ASSOCIATION
OSAKA PORT TERMINAL DEVELOPMENT CORPORATION

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Ports & Harbors

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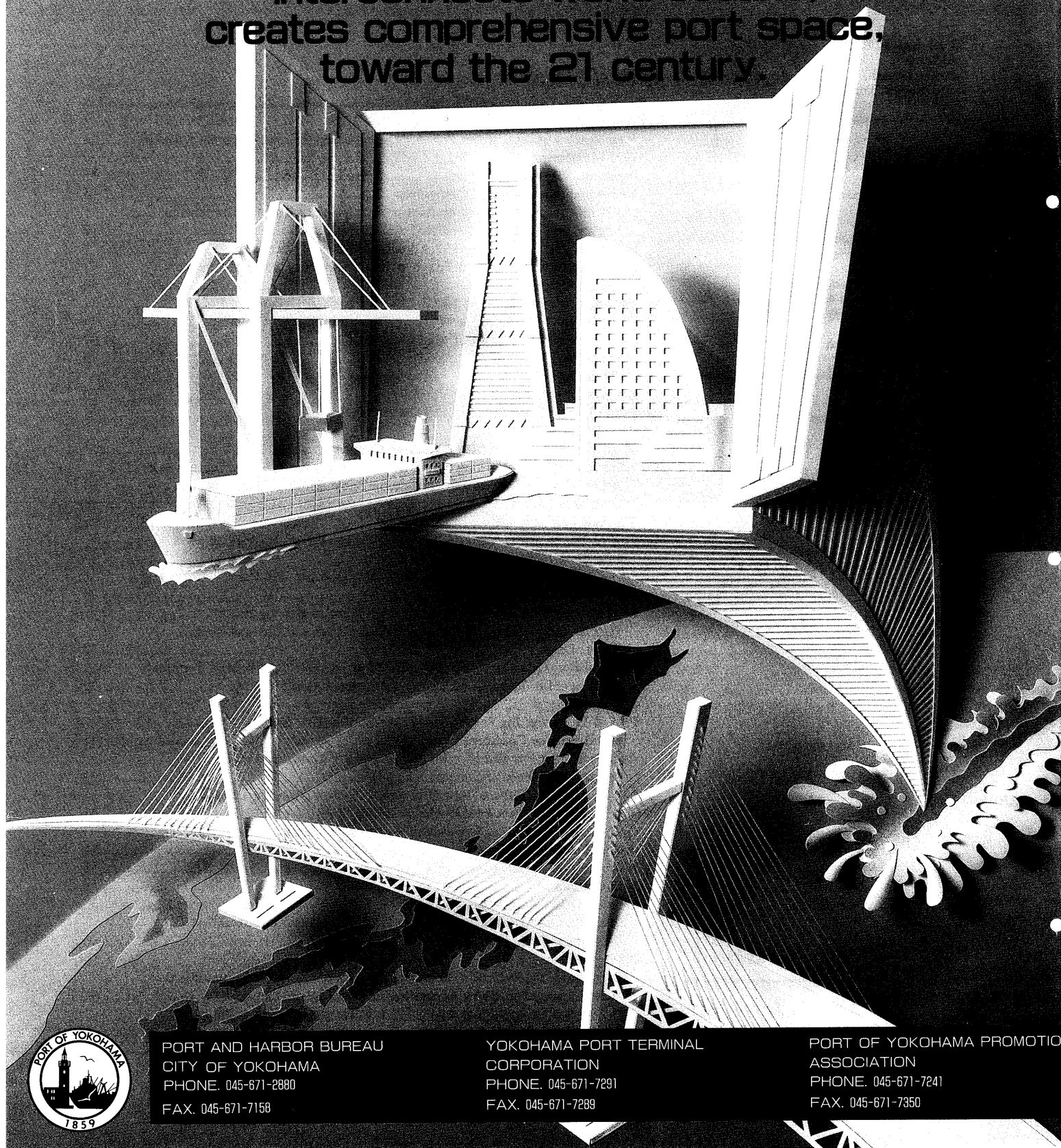
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Flash News on Kobe Quake

GLOBAL PORT YOKOHAMA

In the new era of logistics
Port of Yokohama
interconnects world oceans,
creates comprehensive port space,
toward the 21 century.



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YOKOHAMA PORT TERMINAL
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PORT OF YOKOHAMA PROMOTION
ASSOCIATION
PHONE. 045-671-7241
FAX. 045-671-7350

IAPH ANNOUNCEMENTS AND NEWS

New Year's Messages



Carmen Lunetta
President

On behalf of your Leadership Team, it is a pleasure to extend New Year's Greetings to all of our IAPH family! As we look ahead toward our Biennial Conference in Seattle/Tacoma in June, it is appropriate that we also reflect on the achievements and events of the year just ending. And what a year it has been!

The new organizational structure adopted in Sydney, Australia nearly two years ago continues to prove its worth in improved communication, greater involvement of our members, and enhanced effectiveness of IAPH's representation of the ports and harbors community in and among other international organizations and official forums. These are issues of critical concern to IAPH, and to the economies of our respective regions.

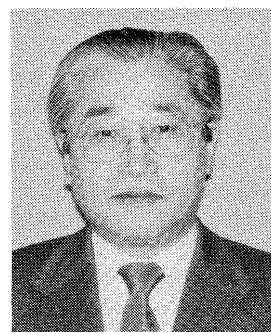
International trade is at the forefront of the world agenda, and as we all know, seaports are the economic engine that drives trade. One of the most significant events of the year just ending was the Summit involving the leaders of the Western Hemisphere who met in Miami at the invitation of U.S. President Bill Clinton.

Here again, international trade was the focus of discussion among the 34 presidents — and a commitment to a unified Western Hemispheric trade bloc by the year 2005 became the legacy of the Summit.

The Port of Miami played an important role in two areas during the Summit:

We were one of the co-sponsors and organizers of the first-ever hemispheric Customs/Trade/Finance Symposium and Exhibition which drew more than 1,000 delegates, nearly 150 exhibitors, and the heads of Customs from 47 nations for practical discussions and one-on-one meetings designed to make trade easier and more effective. This 3-day event was the official kickoff event to Summit Week, and was so productive that it will become an annual event in Miami.

Terminal 12 on the Port of Miami became the "Summit Media Center" and hosted more than 5,000 reporters from



Hiroshi Kusaka
Secretary General

I wish to extend my hearty New Year's greetings to all members of IAPH's global family.

This year, IAPH marks the 40th anniversary of its foundation. Obviously all of us at the Head Office are determined to embark on this epochal year with renewed resolve to continue doing our utmost to enhance the services we provide for our members.

It is a welcome sign for us that the economic situation surrounding the world ports industry has embarked on a gentle recovery. This reflects the strong economic growth of the Asian Region and the recent resurgence of the US, as well as expectations of a boost to world trade from the impact of the World Trade Organization.

However, I cannot deny that many of our member ports still find themselves in a severe business environment as they

(Continued on Page 4)

all over the world who were here to cover the Summit events. This required retro-fitting our newest Cruise Passenger Terminal to meet the state-of-the-art requirements of a full electronic and print media center — and also allowed the connection to be made between international trade and a seaport, as the bylines of the various articles and news stories began with the words "from the Port of Miami".

In the future, the fortunes of our respective economies — and our individual ports — will be dictated by how prepared we are to accept the heightened trade that will arise because of new trade alliances. So as we prepare for our upcoming Conference, let's do so with a clear understanding of the importance of IAPH in the world community. We have a tremendous opportunity ahead, and we must make the most of it.

Until we meet again, please accept my very best wishes for your good health, happiness and prosperity in the New Year.

New Year's Message—

From Hiroshi Kusaka

(Continued from Page 3)

strive to ensure quality service in meeting users' varied needs in ever more competitive circumstances

In addition, the socio-economic revolutions which have taken place in various countries and economies have had their impact on the ports industry, enforcing a course of transformation such as privatization or corporatization.

The prime activity of IAPH at this critical time is to provide our members, who are trying to cope with these new challenges and pressures for change, with useful information on the experience and expertise of other ports which have already experienced such a transformation.

Furthermore, IAPH, representing the world ports industry, has actively participated in the work of IMO's Working Group on Ship/Port Interface. I believe that these initiatives of IAPH in the international arena will enable our Association to work more closely and harmoniously with other international bodies and will in turn benefit our technical committees and the entire membership of IAPH.

In connection with this, I am pleased to inform you that we are able to send all of our members the report on the results of the Membership Survey which we conducted at the initiative of President Lunetta earlier last year. As you will see, the report includes various suggestions from our members concerning the new work areas to be tackled by our Association. I would like to take this opportunity to express my deep appreciation to all those who have responded to the survey and for their valuable inputs.

My staff and I at the Head Office will do our best to develop the future activities of IAPH so as to meet the aspirations expressed by our members, under the able directions of the Board and Exco.

As regards the finances of our Association, in accordance with the decision made by Exco at its mid-term meeting in Copenhagen last year the 1995 dues have been increased by 5 per cent and my request for payment of the dues was made in the invoice recently sent to all members. Although it was a difficult duty for me to request all members to bear a 5 per cent increase in dues at this economically critical time, I would like to appeal to you fellow IAPH members for your generous understanding of the decision the Exco made for the sustenance of our Association's activities.

Moreover, due to the high value of the yen since last year, I am afraid that the total revenues from the membership dues in SDR units which we receive this year will inevitably be less than those for last year. In view of this, our Head Office is determined to continue directing its utmost efforts towards the wise management of the Association's finances by prioritizing activity areas while pursuing possible reductions in the expenditure concerning the Head Office activities.

Finally, I would like to express my deep appreciation to our hosts in the Ports of Seattle and Tacoma for their strenuous efforts in making the arrangements for the 19th World Ports Conference of IAPH in June this year. I hope that as many IAPH members as possible will be able to participate in the Seattle/Tacoma Conference, where a warm welcome awaits IAPH members.

I wish you ever-increasing happiness and prosperity.

1995 Membership Dues Billed

A circular from the Secretary General with an invoice for the membership dues for 1995 has been sent to all members of the Association. The documents were dated December 12, 1994.

The value on the invoice is shown in SDR. The term "SDR" means "Special Drawing Rights", as adopted and applied within the monetary system by the IMF (International Monetary Fund).

The dues for this year are 5% up on last year, as decided at the mid-term meeting of the Executive Committee in Copenhagen last June. At Copenhagen, the Finance Committee, chaired by Mr. Don Welch (South Carolina State Ports Authority), came up with the recommendation that the Association should prepare for the future by increasing the dues gradually and gently so as to avoid any drastic increase at one time. The Committee's recommendation was unanimously supported by the Executive Committee, which at the same time asked the Finance Committee to re-examine the current dues structure to determine whether a more equitable system of dues payment could be developed for further consideration by the officers and committees concerned in Seattle.

In this connection, however, Secretary General Kusaka points out that the finances of our Association have been under constant pressure from exchange rate fluctuations. In fact, this is the single largest element affecting the financial state of IAPH as far as the revenues for these years are concerned. The matter was referred to the Officers' meeting which President Lunetta called in Miami in late November 1994. In this situation, the Secretary General confirms that his office will continue directing its utmost efforts towards the wise management of the Association's finances under the guidance of the Finance Committee.

For payment, each member is requested to quote the exchange rate between the SDR and one of the currencies from the IMF basket listed in the table below, as it was on December 12, 1994.

The table below shows the SDR value per membership unit for Regular and all classes of Associate Members. The equivalent rates of the dues in the five currencies are also indicated in the table.

MEMBERSHIP DUES FOR 1995

As of Dec. 12, 1994						
	SDR = 145.553		\$1.45118	DM2.28866	F.Fr7.86975	£0.929469
Regular	SDR	¥	US\$	DM	F.Fr.	Stg£
1 unit	1,070	155,741	1,552	2,448	8,420	994
2 units	2,140	311,483	3,105	4,897	16,841	1,989
3 units	3,210	467,225	4,658	7,346	25,261	2,983
4 units	4,280	622,966	6,211	9,795	33,682	3,978
5 units	5,350	778,708	7,763	12,244	42,103	4,972
6 units	6,420	934,450	9,316	14,693	50,523	5,967
7 units	7,490	1,090,191	10,869	17,142	58,944	6,961
8 units	8,560	1,245,933	12,422	19,590	67,365	7,956
Associate						
A-X-1, B&C	900	130,997	1,306	2,059	7,082	836
A-X-2	610	88,787	885	1,396	4,800	566
A-X-3	310	45,121	449	709	2,439	288
D	160	23,288	232	366	1,259	148
E	140	20,377	203	320	1,101	130
Temporary	500	72,776	725	1,144	3,934	464

Note: X applies to all categories, i.e., I, II and III.

The Secretary General would appreciate members remitting their dues to the IAPH account at one of the following two banks, so that the Head Office can save on the bank commissions which are necessary if the payment is made by check.

The Fuji Bank Ltd., Marunouchi Branch, Account No. 883953

The Bank of Tokyo Ltd., Uchisaiwaicho Branch, Account No. 526541

(Name of Account: International Association of Ports and Harbors)

All members' special cooperation in completing the 1994 dues as promptly as possibly will be sincerely appreciated.

President, VPs Meet in Miami

At the initiative of President Lunetta, an ad hoc meeting of the President and Vice Presidents was called in Miami for the two days of Monday and Tuesday, 21 and 22 November, 1994, in the conference room of the Port of Miami. Attending the meeting were President Lunetta, Mr. Robert Cooper, 1st Vice President (Ports of Auckland),

Mr. J. Smagghe, 2nd Vice President (UPPACIM, Paris) and Mr. Dominic Taddeo, 3rd Vice President (Port of Montreal). Also present were Mr. Patrick J. Falvey, Chairman of IAPH Legal Counselors (Port Authority of New York and New Jersey), Mr. Erik Stromberg, President of the American Association of Port Authorities (AAPA), as the Special Presidential Guest, Ms. Pamela Boynton, Special Aide to President Lunetta and Mr. R. Kondoh, Deputy Secretary General of IAPH.

The ad hoc Officers' meeting was called to see and assess the overall state of IAPH at present and to better prepare for the Seattle/Tacoma Conference in June 1995, with particular reference to the working sessions related to the technical committees.

The major items slated for the two-day meeting and brief notes on the outcomes of the discussions were:

1. Items considered:

- .1 IAPH Membership Survey
- .2 Membership status and dues structure
- .3 Financial status for 1994 and prospects for 1995
- .4 Ratification of the appointment of members to serve the various technical committees
- .5 Seattle/Tacoma Conference
- .6 Candidates for the host for the 1999 Conference

2. Outcomes of discussions:

2.1 IAPH Membership Survey

- .1 A draft report (A4, 30 plus data sheets) prepared



Surprise Visitors to Miami Meeting

On Monday, 21 November, in the conference room of the Port of Miami, the participants to the Officers' meeting were introduced to Congressman Newt Gingrich, the House Speaker, and Hon. A.E. Teele, Jr., Chairman, Metropolitan Dade County Board of County Commissioners, who were visiting the Port of Miami, an integral site for the Summit of Americas, which will be attended by 34 heads of state and governments in the region from 9 December for three days.

L to R (standing): Mr. E. Stromberg, Mr. D. Taddeo, Mr. R. Cooper, Mrs. Gingrich, Hon. Newt Gingrich, Mr. J. Smagghe, Ms. P. Boynton, Mr. R. Kondoh and Mr. P.J. Falvey, (sitting) Mr. C. Lunetta and Hon. A.E. Teele, Jr.

by the secretariat was presented. The survey had been conducted on the initiative of President Lunetta as a result of the 1993 meeting of Officers for the purpose of evaluating members' perceptions of the current major issues/challenges facing the ports in this rapidly changing world, possibly with a view to determining a future course of action by the Association, and for evaluating the activities carried out by the Association at large. An interim report was presented to the mid-term meeting of the Executive Committee in June 1994.

.2 Shortened to a bare minimum, the topics for short-term initiatives hoped for by the members referred to such items as data collection & analysis, environment, sharing of information & experiences, assistance programs, port management & administration, meetings & conferences, international standards, port finance, publications, cooperation with other international bodies, port economic impact study, legislation, future development and the structure of IAPH.

.3 The meeting accepted the draft report submitted by the secretariat and further decided to circulate it to members at large.

2.2 Membership dues structure

.1 The back-ground: At the mid-term meeting of the Exco in June, the Head Office was asked to prepare a report on the dues structure with a view to re-examining the dues system.

.2 The secretariat submitted study papers on the dues system, the content of which have been adopted by the Association since the 9th Conference in Singapore.

.3 After the extensive discussions, it was decided that the secretariat should be asked to continue studying the matter in consultation with the Finance Committee and, further, that a final report should be submitted to the 1995 Conference.

2.3 Membership affairs

.1 The current situation of 240 Regular Members (subscribing 738 membership units) encompassing 82 maritime countries and economies and 107 Associate Members (from 5 further countries and economies not represented by Regular Members), as of November 30, 1994 was reported.

.2 Although things were on something of an upward trend, the meeting noted that the efforts for the membership campaign should be enhanced at all levels and, further, that the Head Office should be notified of any information leading to a membership increase so that such leads could be followed up by the secretariat.

.3 Mr. Stromberg indicated the possibility of taking joint actions for the planned AAPA seminars on port privatization intended for the ports located in the Latin American region. The meeting called for further study and a report on this matter.

2.4 Financial status for 1994 and prospects for 1995

.1 An interim report on the financial status for the 3rd quarter of 1994 was submitted to the meeting. Despite the sharp appreciation of the yen since the middle of 1994, it was reported that the 1994 accounts were within the parameters of the budgetary requirements.

.2 As to the prospects for 1995, however, the secretariat reported that the situation might become even more critical due to drastic currency fluctuations. The meeting

instructed the secretariat to continue monitoring the situation and to keep the Finance Committee informed of developments.

2.5 Appointment of technical committees members

President Lunetta ratified the appointment of the following persons to serve on the technical committees:

- .1 Port Planning and Construction Committee
Mr. Teizo Ishibashi, Deputy Executive Director, Port of Hakata, Japan
- .2 Combined Transport and Distribution Committee
Mr. Hu Geng, Director of Freight Transportation, Qinhuangdao Port Authority
- .3 Legal Protection Committee
Mr. Cao Huiliang, Attorney at Law, Chief of the Harbour Administration, Guangzhou Port Authority (Regular Member)
- .4 Trade Facilitation Committee
Mr. Liang Ping, Deputy Director of Marketing, Zhanjiang Port Authority (Regular Member)
- .5 Cargo Operations Committee
Mr. Zhou Xiaoben, Chief, Operations and Planning Section, Nanjing Port Authority (Regular Member)
- .6 Sea Trade Committee
Mr. Shi Yingtong, Representative* of China Ports and Harbors Association (Associate Member)
- .7 Marine Operations Committee
Mr. Yasuhiro Kawashima, Director, Planning Division, Bureau of Ports and Harbours, MoT, Japan (succeeding Mr. H. Kimoto, MoT, Japan)

2.6 Seattle/Tacoma Conference matters

.1 Change in Timing of Working Sessions

The meeting agreed to swap the time-frame of Working Session No. 4 on Trade Affairs (to be presided over by Mr. J. Smagghe), presently slated for Thursday, June 15, with Working Session No. 6 on Port Affairs (to be presided over by Mr. R. Cooper), scheduled for Friday, June 16.

.2 For Working Sessions at the Conference

The meeting, expressing thanks and appreciation to the chairmen and members of the technical committees for their sustained enthusiasm for the enhancement of their activity areas, asked the Vice President to take concerted action with the chairmen of the technical committees, the Coordinator for Port Affairs Group of Committees (Mr. P. Keenan) and the Liaison Officers for the formulation of a format for the three working sessions devoted to the three groups of technical committees.

2.7 Technical Committees and Future Work Areas

.1 Mr. Smagghe reported on the activities of the IAPH//IMO Interface Group. He cited its formulation made at the mid-term EXCO meeting in Copenhagen as well as its meeting in London on September 8 and referred to the IAPH stances on five items of urgency submitted to the IMO Marine Environment Protection Committee.

.2 The five areas are: Financial and Organizational Aspects of Reception Facilities at Ports; Consideration regarding Education and Training of Personnel charged with the Handling of Dangerous Substances as General Cargo in Ports; Risk Analysis and Contingency Planning; Problem Ships in Ports; and Use of Electronic

Data Interchange (EDI) for Ship/Port Interface.

.3 The secretariat also submitted papers compiling the current terms of reference of the technical committees, the listing of independent and joint publications by IAPH guidelines as well as of those jointly prepared with other international organizations such as the World VTS Guide, ISGOTT (International Standard Guides for Oil Tankers and Terminals), together with excerpts from the members' responses to the membership survey and the items of importance as seen from the IMO's Ship/Port Interface Group.

.4 After giving extensive consideration, the meeting noted that the collaboration and adjustment work should be enhanced among the officers and technical committee chairmen and liaison officers, with a view to formulating ways and means of coping with an increasingly diverse range of situations.

.5 President Lunetta asked the secretariat to convey his appreciation to the chairmen and members of the technical committees meeting in Hong Kong the following week.

2.8 1999 Conference site

.1 The meeting received a report that as of the end of September 1994, the closing date of entry, five member ports had expressed willingness to host the 1999 IAPH World Ports Conference in response to the letter by the Secretary General addressed to the Regular Members in the Asian Region (No. 21CF/02/94 (2763K), April 20, 1994), sunding out on this matter. The five member ports are:

The Port of Osaka, Japan
The Port of Kobe, Japan
The Port of Klang, Malaysia
The Port Authority of Thailand, Bangkok, Thailand
The Port of Yokohama, Japan

.2 The meeting, expressing sincere appreciation to the five candidate ports for their enthusiasm in offering to host IAPH's 1999 Conference, noted that the selection of the 1999 site was slated to be made at the post-conference meeting of the Board of Directors on the occasion of the Seattle/Tacoma Conference.

2.9 Next meeting slated

.1 Mr. J. Smagghe suggested that the Officers join the planned meeting of the major African and European Members to be held in March 1995, at the Headquarters of the French Ports Association. The European meeting was arranged some time ago on the initiative of the Vice President for the purpose of discussing the items of importance common to the members in the region but with increasing emphasis on matters related to the on-coming conference.

.2 The President and Vice Presidents agreed to endeavor to attend the Paris meeting.

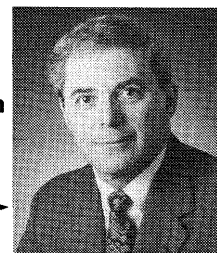
3. Concluding the meeting

President Lunetta thanked the participants and expressed his hope that the Vice Presidents would be prepared to take continuous and concerted action with the chairmen of the relevant group of technical committees with a view to formulating successful working sessions at the Seattle/Tacoma Conference.

New Appointments: Legal Counselors



◀ **A.P. Morrison**
MSB, Sydney



H.H. Welsh ▶
New York

Mr. Anthony Morrison, Deputy Secretary and General Counsel, Maritime Services Board of New South Wales, Sydney, and Mr. Hugh H. Welsh, Deputy General Counsel of the Port Authority of New York and New Jersey, have been appointed by the Board of Directors as a result of its meeting by correspondence held recently.

Their nominations were recommended to fill the vacancies created by Mr. Michael Chapman (who left the MSB NSW) and Mr. Denis Johnson (from Thunder Bay Harbour Commission, which left IAPH). They were supported by the respective organizations in Sydney and New York and endorsed by Mr. Patric Falvey, Chairman of IAPH Legal Counselors.

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- Liner Service Analysis of The East Coast of South America trade
- Focus on This Month's Shipper Canon Inc.
- Fresh Wind NYK's Daikoku pier terminal in Yokohama Port

December 1994 No.10

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Masaharu Ikuta
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IAPH Information Technology Award 1995

Entries invited of all members

At the initiative of the Trade Facilitation Committee chaired by Mr. David Jeffery of the Port of London Authority, IAPH launched the award scheme known as the IAPH Information Technology Award last year.

Following the successful results of the 1994 Award, in which the OPRUG (Gabon), and the Ports of Helsingborg and Shanghai won the Gold, Silver and Bronze awards respectively, Chairman Jeffery has recently announced the conditions for entries to the 1995 Award as follows.



It is hoped that as many entrants as possible will be able to participate in this year's competition, details of which are outlined below.

Name of Award: The Award is known as the International Association of Ports and Harbors Award for the application of Information Technology in Ports.

Concept: IAPH demonstrates its commitment and leadership in promoting the use of information technology in ports by presenting the award for the outstanding application of information technology in a port, as decided by a distinguished panel of judges. The award is presented annually. The 1995 presentation will be made at the gala dinner of the 19th World Ports Conference of IAPH, scheduled for the evening of Friday, June 16 in Seattle.

Award Criteria: Any Regular or Associate Member of IAPH will be eligible to submit an entry for the award. Any application of information technology within a port may be submitted, whether purely internal to the port authority or involving other outside organizations in such areas as EDI. The winner will be the entrant whose project or application, implemented in the previous year, has resulted in the greatest improvement, judged on the following criteria:-

The Selection Committee will base their judgement on the relative benefit to the port in terms of lower costs, increased revenues, improved safety, environmental protection and efficiency enhancement. It is explicitly envisaged that these criteria will enable ports in less developed countries, with limited resources and different circumstances, to compete for the award alongside those who already use extensively the available technologies because relative improvement for a port will be key factor of comparison. Gold, silver and bronze plaques will be presented.

Selection Committee: A Selection Committee of four will receive, review and judge the merits of all entries. The Selection Committee will be made up of:

- the Chairman, IAPH Trade Facilitation Committee;
- the representative of the host port organization at which the award will be presented (Ports of Seattle & Tacoma);
- the representative of the IAPH secretariat; and
- a member of the Trade Facilitation Committee from a region not representing by the other three members.

Nomination Process: Nominations for the award are to be directed to the IAPH secretariat, which will ensure distribu-

tion to all members of the Selection Committee. The nomination must take the form of a written document substantiating the reason for the nomination, along with supporting evidence. Should there be more than one entry nominated per authority, these entries will be considered separately.

Contacts: For both nominator and nominee, supply name, address, telephone number and fax number of organization and person.

Description of Information Technology Application:

- 1 Summary — Briefly describe (up to 400 words) the application, including the business problem, the technology solution, the time taken to achieve results and when implementation took place.
- 2 Results (up to 400 words) — Provide specific performance measurements which show the improvement brought about through the IT application, e.g. increase in revenues, decrease in costs, percentage change in results, time savings, operating impact, increase in port capabilities.
- 3 Technology or Services Used (up to 200 words) — List hardware, software or services that were used in the application.
- 4 Obstacles Overcome (up to 300 words) — Explain the primary problems (technological, organisational, human or other) or difficulties overcome or avoided that threatened the success of the project, and the measures used to overcome the threats.

Language: English

Deadline: Entries must be received at the IAPH Head Office secretariat by 4 pm, Japan time, 21 April 1995. To allow the judging to be carried out effectively entrants must adhere to this deadline.

Winners: Winners of the gold, silver and bronze awards will be notified no later than 26 May 1995 and presentations of the award to the winners will be made during the gala dinner of the 19th World Ports Conference of IAPH on 16 June 1995 in Seattle, USA.

Mail or Fax to:

Information Technology Award
c/o The International Association of Ports and Harbors
Kotohira Kaikan Bldg.
2-8, Toranomon 1-chome, Minato-ku, Tokyo 105, Japan
Fax: +81-3-3580-0364

19th World Ports Conference of IAPH

Registration

Materials Circulated

According to Ms. Margo Spellman, Assistant Director, Port Communications, Port of Seattle, Conference Committee Co-chairperson from Seattle, the Organizing Committee was to distribute the official registration materials to all members of IAPH and other potential participants from non-member organizations in early January 1995.

As for the payment of registration fees it is requested that checks be payable to IAPH '95 Conference and mailed to:

IAPH '95 Conference
c/o Columbia Resource Group
101 Stewart Street, Suite 830
Seattle, WA 98101

Registration Fees:

IAPH members

US\$1,000 (when received by April 10, 1995)

US\$1,200 (after April 10, 1995)

Non-IAPH members

US\$1,500 (when received by April 10, 1995)

US\$1,650 (after April 10, 1995)

Papers to the IAPH Conference

A: Session Papers to be submitted by the designated speakers

The Organizing Committee will be publishing the papers of designated speakers for distribution to all delegates at the Conference.

As the production of the papers will be directly from the originals received, it would be appreciated if all authors would prepare their papers as follows:

- Text exclusively in English
- Paper size — 8 1/2" x 11"
- Paper color — white
- Margins — 1.5 inches from top, 1 inch from left, right and bottom
- Paper Title — centered at the top of the first page
- Author and affiliation — centered under title of paper
- Front/Size — Times Roman/12 point
- Pages — to be numbered in chronological order at the bottom of each page
- Illustrations, figures, drawings, etc. to be a size suitable for reproduction.

The final text should be forwarded by April 1, 1995 to:
IAPH World Ports Conference Organizing Committee

The Port of Seattle
Port Communications
PO Box 1209
Seattle, WA. 98111
Fax: (206) 728-3413

B. Contribution Papers from IAPH Volunteers

Frequently, various papers other than the technical papers presented by selected individuals at the working sessions are contributed to the biennial IAPH conference by IAPH volunteers.

Papers accepted are usually limited to working session presentations only, because of time limitation. However the organizer generally accepts voluntarily contributed papers for printing and distribution to the conference participants as long as the papers meet the conditions for entry as specified by the organizer.

The Seattle/Tacoma hosts will accept such papers from IAPH members for the 19th Conference. They will be printed separately from working session presentations and made available to delegates at the Conference. They do not need to relate to the conference theme or the working session topics but should be informative and of general practical operating interest to our seaport executives. Because time has already been allocated during working sessions for speakers' presentations, these papers will be for distribution only.

Voluntarily contributed papers will be accepted with

the same guidelines listed above as the speakers' papers, and no later than April 1, 1995.

IAPH London Conference 1997

In his recent letter to the Tokyo Head Office, Mr. David Jeffery, Chief Executive of the Port of London, the host for the 20th World Ports Conference of IAPH, has indicated that the Organizing Committee in London is in place and has held its first meeting at which various details have been discussed. As a result, the Committee has appointed Concorde Services Limited as the Conference Organizers who have a proven international reputation.

Mr. Jeffery says, "We have outlined an exciting social programme both for the delegates and their partners and, although final details have yet to be confirmed, we are investigating an interesting option for an innovative technical tour."

According to Mr. Jeffery, the venue will be the London Hilton on Park Lane and the business and social programmes will run from Sunday 1 June to Friday 6 June 1997 inclusive with Committee meetings commencing on Saturday 31 May.

Subject to the final approval by the Board, the Conference theme is to be "Maritime Heritage — Maritime Future". "In Seattle, our presentation will feature 'London — The Window on the World' and we are organizing what we believe will be a typically British invitation to the 1997 Conference", Mr. Jeffery says.

Visitors to Head Office

On Friday, December 2, 1994, **Mr. Ron Brinson**, President & Chief Executive Officer, Board of Commissioners of the Port of New Orleans, hosted a reception in a Tokyo hotel. Some 100 people from Japanese shipping and trading companies were invited to the reception. From the IAPH Head Office, **Mr. R. Kondoh** and **Ms. Kimiko Takeda** were present. **Mr. Brinson** and **Mr. A. McDonald**, Commissioner of the Port, were on a trade development mission to Tokyo, Shanghai and Seoul.



Mr. Brinson (right) with Mr. McDonald (left) and Mr. Matsumoto, Far East Director of the Port of New Orleans.

On Monday 12 December, a six-member delegation from the Port of Le Havre Authority, headed by **Mr. André Graillet**, Executive General Manager, visited the Head Office, where the party was welcomed by **Mr. R. Kondoh** and **Ms. Kimiko Takeda**. The other members of the delegation were **Mr. Charles Knellwolf**, Commercial Director, **Mr. Patrick Retourné**, Public Relations Department, **Mr. Bernard Coloby**, Liners Manager, **Ms. Florence Aubergier**, Asia Business Co-ordinator and **Mr. Jean A. Monnin**, Far East Representative. The visitors were on a trade develop-

ment mission to China, Japan and Korea.

The IAPH staff members expressed to Mr. Graillot, on behalf of Secretary General Kusaka who was away in Peru on a government mission, the deep appreciation of IAPH to Mr. Graillot for the generous cooperation that the Port has afforded the Association to its various activities, particularly in producing the French version of "IAPH announcements and news" for the benefit of the members in the French-speaking regions.



Mr. Hayes of the MSB Sydney and Mrs. Hayes visit the Head Office en route to New York.



The Port of Le Havre delegation, headed by Mr. Graillot (seated, center), visits the Head Office.

Port of Le Havre Mission in Tokyo

On the evening of 12 December 1994, Mr. Kondoh and Ms. Takeda of the IAPH Head Office were the guests at a reception hosted by Mr. Graillot at a Tokyo hotel, to which people from Japanese companies which are users of the Port of Le Havre were invited. Also present were Mr. John Hayes, Acting Chief Executive, the Maritime Services Board of New South Wales from Sydney, and his wife, who happened to be in Tokyo that evening on their way to New York which they were visiting on vacation.

The delegation members in their promotional presentations emphasized that the Port has emerged from a turbulent period, during which it encountered serious disputes with the stevedoring companies and the dockers' union, triggered by the enforcement of the Dock Labour Reform Law of 1992.

However, in July 1994, the agreement was concluded between the Port and the new labour organization, which gives the stevedoring companies full responsibility and control for cargo handling operations, service quality and the rates offered to their customers, the shipowners. The agreement is designed to raise productivity and to bring about improved deployment of dock labour, whose numbers have



A. Graillot

decreased by nearly 50% compared to 1992, and greater flexibility. Furthermore, the agreement includes a clause ensuring that the Port will be free from any disputes with the labour organization for a period of three years.

Mr. Graillot emphasized that the new agreement has put the Port of Le Havre on the right course to compete for container traffic on equal terms with the best of its European Port competitors. He is fully confident that the port community of Le Havre is earning the trust necessary to win back trade and has the means to develop a strategy to promote its geographical position and exceptional maritime access, which is complemented by fully modernized port equipment, particularly for container handling.

Le Havre's presentations also included a report on the ongoing 15-year port expansion project, the first phase of which is due to be completed in 1998, whereupon the Port will be able to handle far more massive volumes of container freight and general cargoes. The Port's Director made it clear that the people of Le Havre are preparing for their future through joint efforts to build the deep-water port of the 21st century.

In short, Mr. Graillot outlined Le Havre's current status as follows:

- * The biggest French port for general cargo: 12 million tons
- The biggest French container port: 1 million TEU containers
- Cross-Channel trade:
750,000 passengers and 3.2 million tons of freight with the UK
165,000 passengers and 120,000 tons of freight with Ireland
- 200,000 new cars in transit, on import and export
- * The 2nd biggest French oil port: 37 million tons 40% of French imports of crude oil
- * Miscellaneous bulks: coal, chemicals and petrochemicals, grain, sea gravels, cattle feed: 6 million tons
- * 50 calls by cruise ships: 30,000 passengers

IAPH Directory '95 to Members, Organizations

The 1995 edition of the IAPH Membership Directory was completed by the Tokyo Head Office and was sent to all members and related organizations in early November.

The Directory features the names of the Regular, Associate (by class and category) and Lifetime Members under the respective countries in alphabetical order, while the Temporary Members are separately listed later in the publication. As for the Regular Members, the names and positions of member ports' officials as well as the volume of cargo handled at the respective ports are featured, based on the information reported by the members by the closing date set for the return of entry forms.

Regrettably, however, some members have not returned the updated entry forms, and therefore the reference to such members was made from the information previously reported, with an asterisk (*).

If IAPH members require more copies of the Directory, they can be obtained upon application to the Head Office.

IMO Report

INTERNATIONAL MARITIME ORGANIZATION
SEVENTEENTH CONSULTATIVE MEETING OF
CONTRACTING PARTIES TO THE LONDON
CONVENTION 1972
3-7 OCTOBER 1994

Report of the IAPH Observer Upon Attendance at LC 17

By Dwayne G. Lee

**Chairman, IAPH Dredging Task Force
Dy. Executive Director
Port of Los Angeles**



During the week of 3-7 October 1994, I attended the Seventeenth Consultative Meeting of Contracting Parties to the London Convention of 1972 as the IAPH Observer. The meeting was held at the headquarters of the International Maritime Organization (IMO), 4 Albert Embankment, London, SE1 7SR. I was accompanied by Joseph E. LeBlanc, Jr., of the firm of Nesser, King & LeBlanc in New Orleans, Louisiana, who serves as legal counsel for IAPH at consultative meetings of the Contracting Parties to the LC 1972.

The meeting was attended by delegations from 37 Contracting Parties; 1 associate member of IMO; 5 observer countries; representatives from the International Atomic Energy Agency (IAEA) and 3 United Nations Organizations; observers from 2 inter-governmental organisations; and observers from 7 non-governmental organizations (NGOs). This report will summarize the outcome of the meeting with respect to issues affecting port interests.

1. Consideration of the Report of the Seventeenth Meeting of the Scientific Group (LC/SG 17/14)

(a) Review of the Dredged Material Guidelines

At the Tenth Consultative Meeting in 1986, Contracting Parties adopted Guidelines for the Application of the Annexes to the Disposal of Dredged Material ("Dredged Material Guidelines"). (Resolution LDC.23 (10)). At that time, Contracting Parties directed that a review of the Guidelines be carried out within five years in light of the practical experience of Contracting Parties with their use. The Seventeenth Meeting of the Scientific Group (18-22 July 1994) considered submissions by a number of Contracting Parties and observers on this issue and developed a "Dredged Material Assessment Framework" (DMAF) modeled upon the Waste Assessment Framework" (WAF) to serve as a basis for the Guidelines revisions.

The Consultative Meeting noted the progress made on the revision of the Guidelines and approved the establishment of an *ad hoc* working group to prepare a coordinated set of draft guidelines for the Eighteenth Meeting of the Scientific

Group, with a view to completing action by 1996. Contracting Parties accepted IAPH's invitation to host the *ad hoc* meeting in Los Angeles, United States, on 23-27 January 1995.

The meeting will continue discussions regarding a number of issues of concern to IAPH, including limitations upon the use of numerical criteria for dredged material, the need for biological testing, the possible use of "action levels" for screening purposes, and whether a uniform methodology can be effectively used in establishing numerical criteria applicable to different local and regional conditions. The Scientific Group noted IAPH's submissions on these issues and recognized two principal limitations identified by IAPH upon the application of numerical criteria to dredged material:

- (1) Use of chemical measurements (bulk sediment analysis) looks at a restricted range of substances in isolation and does not take account of the presence of a potentially far wider range of contaminants for which individual toxicity responses or combined toxic effects might exist. Because of this limitation, biological testing of waste or other matter is important in characterizing wastes in assessing the potential impact of disposal at sea.
- (2) Local and regional variations in sediment chemistry and quality make it impractical to utilize fixed numerical criteria on a global basis, although such criteria may have some usefulness for screening purposes in identifying dredged material which can be readily determined to be relatively innocuous and suitable for sea disposal without further testing.

The consultative meeting endorsed the Scientific Group's conclusion that biological testing of wastes or other matter was important in characterizing wastes and assessing the potential impact of disposal at sea. The meeting also recognized the practical difficulties in specifying testing procedures for broad (geographical) application and the problems in interpreting biological test results. The meeting noted the Scientific Group's view that it would be impractical to initiate a directory of substances and corresponding "action levels" for global application, but nevertheless urged Contracting Parties to continue to provide information for review by the Scientific Group on criteria, measures and requirements adopted in accordance with the requirements

concerning the issue of permits for disposal at sea (Article VI (4)).

(b) Waste Assessment Framework: Definition of a Reverse List

The Contracting Parties continued the debate as to whether to retain the current "prohibition list" approach in Annex 1 or to adopt a "reverse list" under which all substances would be banned from disposal at sea unless included in a list of substances approved for sea disposal. The Scientific Group restated its view that either approach can be accommodated within the WAF and emphasized that the selection of which approach to follow was a policy matter to be decided by the consultative meeting. No final position was reached on this issue.

(c) Status of the Dredging Bibliography

The Central Dredging Association (CEDA), in collaboration with the Western Dredging Association (WEDA), Eastern Dredging Association (EADA), International Association of Dredging Contractors (IADC), IAPH, PIANC, and IMO, has developed a prototype database — known as "Dredging Environmental Bibliography (DEBBY)" — to incorporate all scientific and technical papers regarding dredging technology and the environmental effects of dredging. A fully operational version of DEBBY is expected to be demonstrated to the next meeting of the Scientific Group in July 1995. In the interim, Contracting Parties have been invited to submit suitable literature entries to the bibliography following a form available from CEDA.

2. Consideration of the Report of the Second Meeting of the Amendment Group (LC/AM 2/8)

Contracting Parties considered the report of the Second Meeting of the LC 1972 Amendment Group, in conjunction with a list of actions prepared by the Secretariat for consideration by the consultative meeting (LC 17/5) and an article-by-article compilation of amendment proposals and results from the First and Second Meetings of the Amendment Group (LC 17/5/1). The article-by-article comparison served as a working document for this agenda item and was the basis for the establishment of two working groups, one on the issue of "reverse listing" and the other to provide general guidance on, and to further negotiate, the amendment proposals.

(a) Report of the Working Group on Reverse Listing

In considering the advantages and disadvantages of a reverse listing approach compared with the existing prohibition list structure of the Annexes, the working group concluded there was no particular scientific or technical advantage for either of the two approaches and that adoption of either approach would be based on policy considerations. It was the view of the Group that the WAF should be used in conjunction with either approach. A draft reverse list was developed based upon the ban upon industrial waste disposal adopted at the Sixteenth Consultative Meeting (Resolution LC.49 (16)), which included recognition of dredged material as suitable for disposal at sea.

A number of delegations continued to express reservations about adoption of a reverse list, but indicated a willingness to keep this option under review. The Sixteenth Meeting agreed that a decision whether to adopt a "reverse

list" should be deferred to the next consultative meeting. Contracting Parties were invited to submit comments on the draft reverse list developed by the working group by 31 December 1994 for further consideration at the Third Meeting of the Amendment Group.

(b) Report of the Amendment Working Group

IAPH actively participated in this working group. Two principal areas of concern to IAPH were the continuing debate about incorporation of the "precautionary approach" into the Convention or its annexes and whether to include the "polluter pays" principle as part of the precautionary approach.

(1) The Precautionary Approach — The working group was unable to reach consensus upon whether the "precautionary approach" should be stated in terms of taking appropriate preventive measures when there is reason to believe that substances or energy introduced in the marine environment "are likely to" cause harm — as agreed by Contracting Parties at the Fourteenth Consultative Meeting (Resolution LDC.44 (14)) — or when such introduction "may" cause harm as suggested by some delegations. IAPH has strongly supported adhering to the language of the Resolution and has opposed adopting a "may" standard. This could create an impossible burden. As a practical matter, there may always be a possibility of harm, even if only slight. In presenting its views, IAPH outlined the following reasons for adhering to the language of Resolution LDC 44 (14):

- (a) A requirement to take preventive measures whenever there is any possibility of harm would be unworkable. A "rule of reason" must apply which is reflected in the current language requiring preventive measures when the introduction of substances or energy into the sea is "likely to" cause harm.
- (b) "Pollution" is defined in the amendment process [proposed amendment to Article III based upon the UN Convention on the Law of the Sea] in terms of the introduction of wastes or other matter into the sea "which results or is likely to result" in deleterious effects. This is the "likely to" standard. Since the precautionary approach is designed to prevent "pollution", preventive measures should be required when "pollution" is threatened i.e., when deleterious effects will result or are likely to result in harm.
- (c) The extensive debate upon the "precautionary approach" at the Fourteenth Meeting — in a working group formed for this purpose and in the plenary session — included detailed consideration of the "may" language. Consensus was achieved for the adoption of the "likely to" standard. There is no similar consensus for broadening the concept to incorporate the "may" language. The decisions taken at the Fourteenth Meeting should be followed as the basis for incorporating this concept into the Convention or its annexes.
- (d) Proponents of the "may" standard point to its use in the OSPAR Convention. The London Convention 1972, however, sets a global standard and should not be subject to change to reflect every action taken by the multitude of regional conventions. It should be left to regional conventions to adopt more stringent provisions as deemed

appropriate by local conditions.

The draft report of the Sixteenth Meeting [LC 17/WP.6/Add.1, p5.20, p.5] noted that most parties felt the definition found in Resolution LDC.44 (14) should be incorporated in its present state into the Convention since it reflected very substantial previous negotiation and agreement.

(2) The Polluter Pays Principle

There was considerable discussion and no agreement on including a reference to the "polluter pays" principle in the precautionary approach. A number of delegations questioned whether it was appropriate to include the reference at this time, since it had not received the same degree of prior scrutiny by Contracting Parties as the precautionary approach. During the working group discussions, IAPH asked that further discussions of this issue include recognition that the principle is restricted to primary polluters to avoid any implication that ports were responsible for sediment contamination caused by upstream polluters. This point is recognized in the reports of the First and Second Meetings of the Amendments Group (LC/AM 1/9 p3.18.7 and LC/AM 2/8, p4.7). All delegations understood that the principle is restricted to primary polluters and noted, particularly, that no liability on the part of States would be involved. During the working group discussions, some delegations pressed for a very expansive interpretation and application of the polluter pays principle. Other delegations became alarmed at this and said they could no longer agree that the principle should be included in the Convention at all. No agreement was reached, and a general statement of the principle developed at the Second Meeting of the Amendment Group was kept in brackets for future consideration.

(3) Inclusion of Internal Waters and the Definition of "Sea"

No agreement was reached upon whether the definition of "sea" in Article III (3) should be expanded to include "internal waters". The meeting did, however, narrow the issue to two options, *i.e.*, (1) applying the Convention to internal waters, or (2) not applying the Convention but including an obligation on the part of Contracting Parties to adopt effective measures for internal waters consistent with the purposes of the Convention. There was broad agreement on a definition of "internal waters" which could be used with either option. All delegations, with the exception of the United States and Japan, agreed that the definition of "sea" includes the seabed and subsoil thereof.

3. The Future Amendment Process

It was clear from the discussions at the meeting that much is left to be done to meet the goal of a revised London Convention 1972 in 1996. The timing is especially critical in view of the magnitude and complexity of the issues still unresolved and the fact that only two preparatory meetings (*i.e.*, the Third Meeting of the Amendment Group and the Eighteenth Consultative Meeting) are planned before the final adoption of the amendment package. The Meeting agreed to the following dates for future meetings:

- (a) *Ad hoc* Expert Group on Dredged Material — 23-27 January 1995 (hosted by IAPH in Los Angeles, United States).
- (b) Third Meeting of the the LC Amendment Group — 1-5 May 1995

- (c) Eighteenth Meeting of Scientific Group — 24-28 July 1995
- (d) Drafting Group August 1995 (English only) — if necessary after the conclusion of the Third Meeting of the Amendment Group.
- (e) Eighteenth Consultative Meeting — 4-8 December 1995.
- (f) Jurists/Linguists meeting — early 1996.
- (g) Special Meeting or Conference to formally approve the amendment package — late 1996 (10 days duration).
- (h) Consultative Meeting — 1997 (one week).

4. Remaining Issues of Concern to IAPH Ports

Issues of concern to IAPH will continue to be the subject of the two major undertakings in progress under the London Convention 1972, *i.e.*, the amendment process and the review of the Dredged Material Guidelines. In connection with the Guidelines review, the *ad hoc* meeting of dredging experts to be hosted by IAPH in Los Angeles in January 1995 will give further consideration to the role of numerical criteria, the need for biological testing in assessing the suitability of dredged material for disposal at sea, and the feasibility of establishing a uniform methodology for developing and applying such criteria. IAPH will also address, as needed, any further discussion of the terms "trace contaminants" and "rapidly rendered harmless" in paragraphs 8 and 9 and Annex 1 and "special care" in Annex 1 and "special care" in Annex 2, and any additional consideration by the Scientific Group of an "action list" (*i.e.*, numerical criteria) approach to implementing the WAF.

At the Third Meeting of the Amendment Group (1-5 May 1995), IAPH will continue its support for (i) retaining the "likely to" cause harm standard in the "precautionary approach", as agreed in LDC Resolution 44 (14), and (ii) limiting the "polluter pays" principle, if adopted, to "primary polluters". IAPH will also be prepared to address a number of other issues that have not been at the forefront of the amendment process thus far. These include (i) support for the "option of least detriment" in the regulation of dredged material, *i.e.*, the ocean disposal option can be used if it will have less adverse effect than land-based alternatives; (ii) re-assertion of IAPH's position that side-cast and agitation dredging are not "dumping" under the Convention; (iii) support for a prohibition against cross-media impacts of pollution, *i.e.*, pollution should not be transferred from one media to another; and (iv) support for retaining the current provisions of Article XV (2) of the Convention that amendments to the annexes should be based on scientific or technical considerations, rather than amending the article to allow legal, social, economic and political considerations.

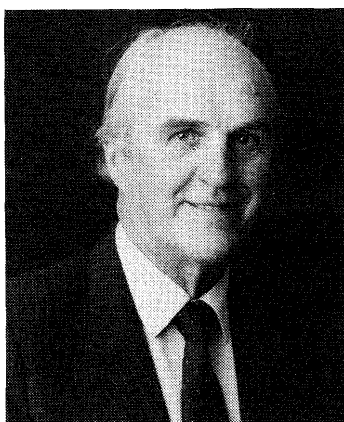
5. Conclusion

The pace of action upon the remaining amendment issues can be expected to quicken with only two remaining negotiating meetings left at which to finalize the amendments to be presented to linguists/jurists in early 1996 for drafting the final amendment package to be presented for adoption in 1996. Decisions will be made at these meetings on the issues of special concern to IAPH ports. Significant action will also likely be taken during 1995 in connection with the revisions of the Dredged Material Guidelines. IAPH will remain integrally involved in these processes to ensure that port interests are fully understood and taken into account.

(November 1994)

Meeting of the Working Group on Ship/Port Interface (SPI)

3rd Session — 24-28 October 1994



By Alex J. Smith
IAPH European Representative

The 3rd session of SPI met from 24 to 28 October 1994 under the chairmanship of Capt. H. J. Roos (Germany) at IMO Headquarters in London.

Delegations from 22 Member States were present together with Hong Kong as an Associate Member. Representatives from UN and Specialised Agencies UNCTAD and ILO and some 12 non-governmental organisations including IAPH were also present.

SPI's agenda had effectively been set by the 2nd session of SPI held during December 1993. Those present at the meeting had been asked to reflect on an extensive list of potential subject areas apparently falling within the scope of SPI to isolate those which were giving rise to problems and to suggest possible solutions.

IAPH had certainly responded to that request within its IAPH/IMO Interface Group and had duly submitted 5 papers for consideration by SPI, copies of which can be made available on request to the IAPH Head Office Secretariat in Tokyo. Given the nature and substance of SPI deliberations, IAPH obviously has an interest in the entire agenda and, of course, in related decisions which IMO will make sooner or later. It would be logical, however, and more appropriate in the context of this report to deal with IAPH's own priority issues in the first instance.

1 Reception Facilities

An IAPH paper on the Financial and Organisational Aspects of Reception Facilities in Ports was discussed alongside a note prepared jointly by the Secretariats of IMO and UNCTAD proposing an international fund

for financing such facilities.

IAPH's view that a global fund was an unsatisfactory mechanism in a number of respects was widely supported. There was also general support after extensive discussion that the financing process should at least begin at local port level, with recognition that some issues would need to be dealt with at the national, regional or even global level.

There was also general acceptance that any scheme for the provision of reception facilities should incorporate the following principles:

- .1 comply with the polluter pays principle;
- .2 cover all relevant costs, including final disposal of wastes and investment costs;
- .3 provide incentives to ports to receive and arrange for the disposal of wastes;
- .4 provide incentives and avoid disincentives for ships to discharge waste in the facilities;
- .5 avoid tourism of wastes due to competition between ports;
- .6 ensure that the waste received is finally disposed of in an environmentally sound manner and in accordance with international conventions and local requirements;
- .7 be part of a waste management strategy which includes wastes management both on board and ashore and which encourages waste minimisation and recycling where possible;
- .8 be practicable;
- .9 provide for the needs of ships normally calling into the port;
- .10 stimulate co-operation between ports and countries concerning reception and disposal of waste;
- .11 encourage the appointment of single co-ordinating/planning bodies by the competent authorities so as to achieve a concentration of responsibility as near the areas of operations as possible;
- .12 enable monitoring of the type and amount of waste;
- .13 provide for the promulgation of legally binding requirements relating to the implementation of such a scheme; and
- .14 be in accord with the requirements of MARPOL 73/78.

A Norwegian paper tabled at the meeting providing information on a new system for possible adoption at

all Norwegian ports was generally considered to be a useful example of what might be an acceptable solution.

SPI agreed to develop further a financing scheme by a Correspondence Group under Norwegian leadership. The scheme should incorporate afore-mentioned principles and indicate whether a recommendatory or mandatory approach should be followed for its implementation. The outcome should then be submitted for consideration by the meeting of IMO's Marine Environment Protection Committee (MEPC) in September 1995.

2 Contingency Planning and Risk Analysis

SPI considered an OECD document on Draft Guidance concerning Chemical Safety in Port Areas which appeared to bring to the ship/port interface an earlier and broader-based OECD document on Guiding Principles for Chemical Accident Prevention, Preparedness and Response. The Draft Guidance also appeared to have regard to the recently revised IMO Recommendations on the Safe Transport of Dangerous Cargoes and Related Activities in Port Areas.

It was agreed that the OECD Draft Guidance should more appropriately be published jointly with IMO with reference to IMO's Revised Recommendations. The terminology used in the respective documents should be harmonised in so far as both documents relate to cargo in transit.

An IAPH paper on Contingency Planning and Risk Analysis was seen as a useful basis for an examination, by a Correspondence Group to be led by IAPH, of material available on the subject to establish what additional work might be necessary. A proposal including a suggested work programme should then be submitted to the next SPI meeting.

3 Problem Ships in Ports

An IAPH paper on the subject raised a number of issues with respect to the presence in port areas of ships causing problems by:

- being abandoned by owner and/or crew;
- being detained by Port State Control or other authorities; and
- seeking refuge because of being disabled.

It was generally agreed that legislative gaps do exist in these respects as, for example, in the lack of an insistence on at least Third Party insurance cover for ships against their causing damage to the port or its environment. Other aspects such as the implications of the moving and safe-keeping of a ship, care of crew and wreck removal should be taken account of in the insurance cover.

SPI agreed that its parent Committees should be invited to ask IMO's Legal Committee to consider the feasibility of an appropriate insurance scheme; the level of liability limitation; the issue of an insurance certificate; and a legal instrument under which the scheme might be introduced.

The balance of opinion in SPI took the view that port authorities should be able to access information on Port State Control inspections so as to be in a position to put extra measures in place when being informed of the arrival of a sub-standard ship. IMO's Committees

were therefore invited to advise on that possibility and, if thought appropriate, to advise Member States to make PSC information available to port authorities at national level.

In a safe haven context IAPH made it clear that first priority would always be to safeguarding the lives of crew members. There were occasions, however, when permitting port access to a ship could put the port population at risk.

SPI, in the event, expressed appreciation of IAPH's offer to draft guidelines on the procedures which might be adopted by port authorities in authorising entry of a disabled ship to a port or other designated safe haven.

4 Training/Assistance for the Operation of Ports

IAPH's particular concern as outlined in a paper to SPI focussed on considerations regarding the Education and Training of Shore-based Personnel charged with the Handling of Dangerous Substances as General Cargo in Ports.

There was an absence of legislation in many ports requiring adequate training in the handling of such substances and a lack of adequate training programmes.

Legislation is of course a matter to be dealt with by individual Member States. So far as training material is concerned there is an evident need to establish what is generally available. ILO, for example, has developed a range of relevant training modules.

SPI has therefore welcomed an offer by IAPH to lead a Correspondence Group charged with developing an inventory of courses in cargo handling covering different levels of target groups. A submission will then be made on the subject to the next SPI meeting.

Having noted during the 2nd session of SPI that the packing of cargo in freight containers left much to be desired, the meeting on this occasion examined draft guidelines on the subject which had been prepared by UN/ECE, using IMO/ILO Guidelines as a basic text.

There was an evident need to clean up the text of the Guidelines and to shorten them if at all possible making the final product a much more user-friendly document. SPI would be willing to carry out a total review of the material with these aims in mind if requested to do so by the parent Committees and provided there was no conflict with IMO's Sub-Committee on Containers and Cargoes (BC).

Consideration was also given to Dangerous Goods Freight Inspection Programmes and a draft MSC Circular prepared for final approval by MSC. An important point made in the draft Circular is that a regional approach should be taken to inspection programmes to avoid the diverting of dangerous goods to other ports when inspections are being carried out in specific ports only.

On training matters generally, SPI considered a number of approach options including a method of preparing model training courses. In so far as the development of model courses was seen as the preferred option, the Singaporean delegation, with help from the United States, has offered to identify such courses and prepare a course outline for the design of a model course.

Germany has also offered to act as the lead country for a Correspondence Group to prepare a guideline

on boatmen training and safety. Regulations developed by the European Boatmen Association will be used as a basis for this work.

5 Use of Electronic Data Interchange for the Ship/Port Interface

In a detailed submission IAPH pointed out a range of port/ship interface activities which could be facilitated by EDI. The phases in developing EDI links were also discussed including implementation problems. Essentially, the performance, standards and format of EDI need to be harmonised to maximise benefits.

Although the subject matter had been included in SPI's terms of reference it was agreed, after a general discussion, that overall responsibility for it within IMO should continue to lie with IMO's Facilitation Committee, which had established an EDI Working Group for that purpose.

The Chairman of that Working Group, at the request of SPI, undertook to take full account of the issues raised in the IAPH paper.

6 Cargo Handling Operations and Equipment

The UK Government had submitted a number of papers raising safety issues concerning the stowage of cargoes in the vicinity of corrugated bulkheads in general cargo ships, the maintenance and examination of ships' cargo lifting equipment, slings of unit loads, the block stowage of unit loads for different ports, the stowage of overheight, soft top and tank containers on container ships and the securing of containers on container ships.

In their discussion of these issues SPI recognised that in most cases they could be addressed within the remit of a number of IMO Sub-Committees. Even so, the perceived danger to dockworkers insisted that the problem areas should not be overlooked. Accordingly, therefore, SPI agreed a number of actions for referral to the Maritime Safety Committee (MSC), including the preparations of draft MSC Circulars, amendments to the Cargo Storage and Securing Code, and further consideration by certain MSC Sub-Committee.

7 Ship Shore Access

SPI took note of a recent incident involving the collapse of a pedestrian access bridge to a ro-ro ferry in which there were casualties including loss of life.

It was also noted that articles 15 and 16 of ILO Convention 152 required the provision and maintenance of safe access to ships and that detailed guidelines had been provided in the Code of Practice on Safety and Health in Dock Work.

It was agreed that there was a need to be more aware of national legislation on the subject and a request was therefore made for participants to bring up related material to the next session.

8 Berthing Procedures

In a general discussion, reference was made to the adequacy and effectiveness of fendering and mooring arrangements, including the availability of tugboat assistance.

IAPH and others indicated that related material, including guidance on these matters was already

available to ports and could be made available to SPI on request.

9 Bibliography List

A list of existing publications relevant to the subject areas and topics covered by the ship/port interface is currently being amended by the Secretariat for approval by the IMO Committees and subsequent circulation.

The Future Status of SPI

There is evident concern on the part of a number of Member States that the work of SPI lacks focus and risks duplication of the work of IMO's Technical Sub-Committees.

Attention has been drawn, for example, to the fact that the Marine Environment Protection Committee is the focal point within IMO for all work on Port Reception Facilities; MEPC through its OPRC Working Group considers that it is primarily responsible for all contingency/emergency planning activities, including the provision of safe havens.

A question has also arisen as to the efficacy of the current practice whereby SPI has a reporting role to three IMO Committees. It has been suggested for example that in addition to the need to streamline SPI's short-term work programme SPI should become a Working Group of IMO's Facilitation Committee (FAL). FAL itself has already proposed that action and it remains to be seen what views are expressed on the proposal by MEPC and the Maritime Safety Committee.

Notwithstanding these concerns and their knock-on effect on SPI's commitment to progressing an agreed work programme, it should be pointed out that an overwhelming body of opinion within IMO remains committed to the need for IMO to address ship/port interface matters concerning maritime safety, the protection of the marine environment, the facilitation of marine traffic and technical co-operation in relevant fields. The organisational structure for so doing will be made known in the coming months. It is expected that a Resolution to these ends will be approved by the next IMO Assembly.

Work Programme, Date and Venue of the next session of SPI

SPI has agreed a provisional list of substantive items to be included in the work programme, together with target completion dates. The list is subject to the approval of IMO's Committees.

The uncertainty over SPI's status extends to the date of the next meeting. On a provisional basis, however, the period 4-8 December 1995 has been selected.

The meeting venue would normally be expected to be the IMO Headquarters, London. The Government of Singapore has indicated a willingness to host the 4th session in Singapore on the particular grounds that it would afford an opportunity for other delegations whose travel budgets seldom allowed them to attend SPI meetings to participate on this occasion. In the event a final decision by the Committees remains to be made.

36th Session of Marine Environment Protection Committee (MEPC)

By Alex J. Smith

IAPH European Representative and
IAPH Liaison Officer with IMO

The 36th session of MEPC (MEPC 36) was held at IMO, London, under the chairmanship of Mr. P. Bergmeijer (Netherlands).

Delegates from 67 Member States and 1 Associate Member were present at the session together with representatives from 27 other UN Specialised Agencies, inter-governmental organisations and non-governmental organisations including IAPH.

A heavy agenda which necessarily had to be considered during a shorter than normal period because of a conjointly held Conference of Parties to MARPOL 73/78, led inevitably to the postponement of certain items to the 37th session of MEPC. One of these items dealing with the provision of reception facilities is of particular interest to IAPH members. Ports generally will no doubt wish to take the time which has unexpectedly been made available by the postponement to re-examine and assess the adequacy of their respective facilities for the reception and ultimate disposal of wastes received from ships. Such validated information should certainly be included in the briefing of national delegations to MEPC 37.

The agenda items which were discussed included a number which are of importance to port operations and related activities, as follows:

1 New Annex to MARPOL 73/78

IMO intends to prepare a new Annex to MARPOL 73/78 to deal with the prevention of air pollution from ships for adoption in due course by either a Diplomatic Conference or a Conference of Parties to MARPOL to be held during the 1996-97 biennium. Even in the normal order of things, but more so given the complications surrounding the continuing general view that the new Annex should be mandatory, the timing schedule of the work programme is tight. To complicate matters further, a number of key and contentious issues remain to be resolved for inclusion in the draft Annex which will be further developed at MEPC 37.

Problem areas will be tackled within Correspondence Groups and also at an intersessional Working Group meeting to be held immediately prior to MEPC 37 to clarify issues relating to the legal framework which will be necessary to make the new Annex mandatory.

From an IAPH standpoint, there is particular interest in discussions leading to the resolutions of problems associated with the global capping of the sulphur content of fuel oil, and the criteria and procedures for the designation of special areas. Significantly, cost effectiveness is seen as a criteria in both of these

issues.

IAPH should also make a point of participating in a Working Group which will meet during MEPC 37 to deal with legal framework options, the draft text of the new Annex and guidelines.

2 Implementation of the OPRC Convention and Conference Resolutions

The importance of oil spill preparedness and response (OPRC) activities to the protection of the marine environment can be surmised from MEPC's establishment of what is effectively a permanent Working Group to focus attention on and make progress in dealing with related problem areas. Whenever possible, IAPH has sought to contribute a port operational expertise to the Group's work. Relevant IAPH Committees should make a point of doing so at every Working Group meeting.

MEPC 36 approved a number of manuals and guidelines prepared by the Working Group for urgent publication. The Committee also approved the pilot testing of Model Courses for Supervisors/On-scene Commanders at the World Maritime University during 1995 with students from developing countries.

The possible expansion of the OPRC Convention to deal also with hazardous substances will seem a logical development from a port viewpoint in so far as emergency planning at ports almost invariably takes hazardous substances into account already.

A Conference, held possibly during the 1996-97 biennium, would probably be necessary to give effect to such an extension of the Convention.

One problem from an IAPH standpoint is the need to be aware of and involved in OPRC-related activities wherever these are initiated if only to ensure that a coherent and non-duplicative approach is taken to the resolution of port-related problems. For example, the issue of chemical accident preparedness and response is currently under examination, by OECD, IMO's Working Group on Ship/Port Interface and, to an extent, UNEP in addition to the OPRC Working Group, which will want to ensure that full attention is given to environmental aspects. This is a far from satisfactory situation so far as IAPH is concerned. In this case, as with all others dealing expressly with issues affecting the international maritime community, IMO as the principal UN Agency with explicit responsibility for international maritime activity should be the focal point for securing co-ordinated action. It could then reasonably be expected that IMO's internal co-ordination arrangements will ensure that efforts addressing port-related problems are dealt with expeditiously and effectively.

OPRC activities need not be complex. They do,

however, need to be understood. To that end, the OPRC Working Group is currently considering the feasibility of holding regional meetings and/or seminars in conjunction with those of other bodies such as those held within UNEP's Regional Seas Programme. Presumably IAPH would give its full support to and encourage participation of members at such meetings.

3 Unwanted Aquatic Organisms in Ballast Water

The Committee has accepted that the Guidelines for Preventing the Introduction of Unwanted Aquatic Organisms and Pathogens from Ships' Ballast Water and Sediment Discharges adopted by IMO Assembly Resolution A 774(18) do not provide a complete solution to the problem. Their general implementation, however, will certainly minimise the risks to which ports, their population and environment, and territorial waters are subject.

It is accepted that there is need for further research on the subject and the development of improved ballast water management and treatment options additional to those of the Guidelines. An information exchange between Member States has been encouraged through the issue of a Circular Letter, the substance of which has been included as an annex to this report.

A comprehensive paper will be prepared by a Correspondence Group for consideration at MEPC 37, including reference to issues which might be covered by regulations forming a new Annex to MARPOL 73/78. Given that ports are in the front line, so to speak, of the area of risk, IAPH, with the help of other interested parties, should clearly develop a strategy for the reception and disposal of ballast water and the minimisation of damage or injury to port personnel involved in the handling process or otherwise exposed to health hazards caused by the organisms.

It should be emphasised that MEPC 36 was in general agreement that it would be premature at present to reach a conclusion on whether legally binding provisions on ballast water management should be included in a new Annex to MARPOL 73/78.

4 Follow-up Action to UNCED

MEPC is the focal point for action by IMO to implement decisions taken by the UN Conference on Environment and Sustainable Development (UNCED) 1992 on marine environment protection. It has therefore assembled and formally adopted a report on IMO's actions to date for submission to the UN's Commission on Sustainable Development.

Principle 15 of the Rio (UNCED) Declaration states: "In order to protect the environment, the precautionary approach shall be widely applied by States according to their capabilities. Where there are threats of serious or irreversible damage, lack of full scientific certainty shall not be used as a reason for postponing cost-effective measures to prevent environmental degradation." Though accepted by the nations of the world, effective application of that "Precautionary Approach" has been the subject of widely diverging views.

In an IMO (MEPC) context the need has been to establish a common basis for application of the precautionary approach principle in those activity areas for which IMO has responsibility. Draft guidelines have

therefore been drawn up for consideration by a Correspondence Group leading to submission of a report to MEPC 37. As I have indicated in previous reports, IAPH should contribute to the work of that Group on the basis of its familiarity with the subject through involvement in activities concerning the London Convention of 1972, activities so far as the disposal of dredged spoil is concerned.

5 Compensation for Pollution from Ships' Bunkers

Considerable attention and support was given by the Committee to an Australian submission proposing the examination of the feasibility of an international compensatory regime for pollution from ships' bunkers. The Committee therefore agreed to refer the matter for consideration by IMO's Legal Committee noting that the Legal Committee, was currently finalising its work on the development of a Convention on Hazardous and Noxious Substances (HNS), which work should not be hindered.

IAPH will be encouraged by the Committee's decision, having made strenuous efforts over a long period to highlight the dangers of pollution of port waters by escaping bunker fuel and to stress the need for adequate insurance against these dangers.

6 Ship/Port Interface

The Committee received an oral report of the meeting of IMO's Working Group on Ship/Port Interface (SPI) held from 24 to 28 October 1994.

Concern was expressed, not for the first time, that SPI was perhaps in danger of duplicating the work of other IMO technical committees and working groups as, for example, in the case of reception facilities at ports, which falls within the responsibility of MEPC. The Committee therefore decided to defer consideration of a draft Assembly resolution on strategy for ship-port interface until the next meeting.

7 Technical Co-operation

IMO's Strategy for the Protection of the Marine Environment is currently under revision to take account both of UNCED requirements (see 4 above) and the use of the Global Environment Facility, a funding mechanism.

Two large scale projects in particular were highlighted dealing respectively with the prevention and management of pollution in East Asian Seas and the Wider Caribbean Initiative for Ship-generated Waste.

IAPH members, individually, will identify more readily with programmes for the protection of the marine and coastal environments in their immediate vicinity. Funding of such protection is more likely to be effected on a regional basis. It is therefore important for IAPH members not only to establish where protection measures are needed and how best they can be effected but also to be directly associated with representations to be made by Governments or other authorities for the requisite funding to be made available.

8 The Financial Implications of Consultative Status

The views and recommendations of IMO's Committees, including MEPC, on the financial implications

to IMO of granting consultative status to an ever-increasing number of non-governmental organisations will be reported to IMO's Council in June 1995.

In advance of that date, IAPH should form a view on whether it would be both appropriate and desirable to make a financial contribution to IMO, by way of an annual fee, to cover the administrative costs of IAPH participation at IMO meetings.

9 MEPC 37

MEPC 37 will be held at IMO Headquarters, London, UK, from 11 to 15 September 1995.

Membership Notes:

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Associate Members

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Kenya Ports Authority [Regular] (Kenya)

Mailing Addressee: Mr. Simeon M. Mkalla
Managing Director

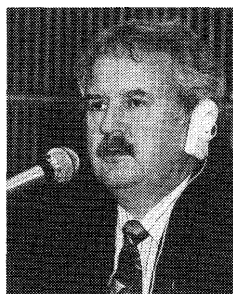
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OPEN FORUM

Cruise Control in the Port of Vancouver

Speech at Cruise Forum Yokohama '94, November 4, 1994



By Norman Stark
President and Chief Executive Officer
Vancouver Port Corporation

Introduction

Mina-sama Konnichiwa — Greetings from Canada, from Vancouver and from the Port of Vancouver. I am delighted to be in Yokohama and appreciate the opportunity to participate in this important Cruise Forum.

The Port of Vancouver and the Port of Yokohama have been sister ports now for 13 years - a relationship that has proven to be rewarding and mutually beneficial. We hope to continue to strengthen this bond and we feel that participating in conferences such as this is one of the ways we can assist each other in building and developing industries of mutual interest.

As you may be aware, the Port of Vancouver is one of the busiest seasonal cruise ports in North America. Our success is largely due to the popularity of the Vancouver-Alaska cruise product. It is my intention today to give you first a brief overview on the Vancouver-Alaska cruise market; and second to talk to you about the Port's role in the promotion of cruise and what we are doing to ensure its continued growth.

The Vancouver-Alaska Cruise Market

The Vancouver-Alaska cruise operates between May and September each year.

About half the itineraries offered are round-trip cruises beginning and ending in Vancouver, cruising through British Columbia's inside passage to Coastal Alaska. The other half are one-way cruises beginning in Vancouver and crossing the Gulf of Alaska, ending in Seward or Whittier or vice-versa (one-way). Cruises range in duration from seven days (the most popular) to 11 and 14 days.

This year we had 10 international cruise lines with 21 vessels participating in the Vancouver-Alaska itinerary — specifically Princess Cruises, Holland America, Regency Cruises, Royal Caribbean Cruises Line, Cunard/Cunard Crown, World Explorer Cruises, Royal Cruise Line, Norwegian Cruise Line and Seven Cruise Line (Hanseatic Cruises). Together they made 274 scheduled calls at the

Port — a 17% increase from last year's total sailings of 234.

Why is the Vancouver-Alaska Cruise Popular?

The Vancouver-Alaska cruise is the fourth most popular cruise destination for the North American market. It has historically captured between five and six percent of the cruise market. In 1994 it has reached seven percent and the upward trend is positioned to continue. Why is that?

Well, while Alaska is often referred to as the "last great frontier" there is nothing pioneer style about the cruise lines that offer the experience. Most passengers surveyed said they like the Alaska cruise because of the quality experience offered by the lines. They also state that the majestic scenery, the pristine wilderness, and the historical ports of call are main factors that contribute to the allure.

We also believe that Vancouver plays a big part in the Alaska popularity. Passengers tell us that they like Vancouver because of its beauty, its cosmopolitan character and because it is clean, safe and friendly. We have a lot to offer to visitors and, as I will mention in a few minutes, we are working hard to get more passengers to spend more time in Vancouver before and after their cruise.

Who takes a Vancouver-Alaska cruise?

The large majority of Alaska cruise passengers are from the United States. In fact 90 per cent are American, 7 per cent are Canadian and the remaining three per cent are from Europe and Asia.

Most of these travellers tend to be more "mature". However, the average age has dropped from 65 to 56. More and more cruise lines are offering vacation packages that appeal to a wide group of people and are becoming much more affordable. For example, there is an Alaska cruise that will fit any budget. The costs per day range from US\$240 to US\$460.

Why are there so many North Americans and particularly Americans on the Alaska cruise? Well for one thing, cruising has become the fastest growing sector of the leisure travel market in North America. In 1994, 4.5 million North Americans will have taken a cruise compared to over 76,000 Japanese. (Note:*1) Some of the reasons are that all the cruise lines specifically involved in the Vancouver-Alaska cruise are based in the United States and market their cruises almost exclusively in their home market. As well, Americans have a great affection for Alaska, which they often refer to as their "last frontier".

Also for the North American, cruising now offers good value for your money and allows you to visit several ge-

*1. Cruise Industry News Annual 1994 - Seventh Edition, New York, NY.

ographical destinations.

1994 was the 12th year in a row that the Port's revenue passengers grew. We welcomed 591,160 revenue passengers this year. This represents a 14.2% increase over 1993 figures. Twelve years ago we welcomed only 175,000 passenger visits and since then our passenger count has grown at a rate of about 10 percent a year.

As for the future, we are expecting the Vancouver-Alaska cruise to continue growing at a rate of approximately 6%. At that rate we should reach 700,000 revenue passengers by the year 2000.

The Port — Cruise Port Vancouver

I would like to talk a few minutes about the role the Port of Vancouver plays in this cruise market.

First of all, I would like to mention that cruise is not our only business. The Port of Vancouver is a major resource exporting port, and as such is one of the largest ports in North America when measured by tonnage. We also boast a growing container market and we are constructing a new container terminal.

But cruise is one of the highlights of our business, even though it only occurs five months of the year.

In our Port we have two cruise terminals:

Canada Place, recognized as one of the finest in the world. Built in 1986, it handles approximately 70% of our cruise traffic. It is a part of a complex that houses the five star hotel the Pan Pacific, owned by Tokyu Corporation and a convention centre, and is located in the heart of downtown Vancouver.

Our second terminal, Ballantyne Pier, handles the balance of the cruise traffic and is also located close to downtown. This 70 year old facility is currently being redeveloped into a combined cargo and cruise passenger facility; the cruise facility will be ready for the 1995 cruise season and will offer modern passenger amenities.

Looking ahead, it is our intent to build yet another cruise ship terminal adjacent to Canada Place. Like Canada Place, it will be part of a complex that consists of a hotel and convention centre and will offer modern passenger amenities and direct access to the downtown core.

These projects are vital in ensuring that we meet the exacting needs of the industry. Together with our partners, the stevedoring companies, Ports Canada Police, our ship agents, labour and cruise lines, we are committed to providing the services and facilities that exceed our customers' expectations and ensure a positive cruise experience.

Promoting the Vancouver-Alaska Cruise Market

Besides providing the terminal facilities for the cruise lines and their passengers, the Port also plays a significant role in promoting the future growth of the cruise industry in Vancouver and British Columbia.

We believe that one of the best ways to build support and awareness of your cruise market is by motivating and training the retail travel agents. They are the people who sell the cruise packages and who can influence a person's vacation decision. But we cannot do this alone. This effort must be a cooperative one. And in our case it is. The Port of Vancouver has teamed up with Tourism Vancouver, the tourist bureau which is responsible for marketing Vancouver as a tourist and convention destination, and with Tourism British Columbia, a government agency responsible for marketing the Province as a prime visitor destination.

Together we have formed the PACIFIC RIM CRUISE ASSOCIATION, whose mandate is to promote the Van-

couver-Alaska cruise market and to increase awareness of the pre- and post-cruise tour opportunities in the region. Our main marketing event is something we call SHIP TO SHORE — the annual cruise and tour conference held in Vancouver. This year was the fourth year of the conference and was held September 7-11, 1994. It began modestly in 1991 with 250 delegates and in 1994 we welcomed over 500. Next year's conference is scheduled for August 23-27 and we are hoping to attract over 600 delegates.

The conference seminars and trade show are aimed at travel agents with the intent of familiarizing participants familiarizing with the Vancouver-Alaska cruise product and encouraging them to include excursions in British Columbia as part of the tour package they sell to their customers. In addition, they have the opportunity to experience first hand the Alaska-bound ships, the facilities and services that are a vital part of the cruise package.

SHIP TO SHORE is one of the ways we help our cruise lines fill their ships and in turn, ensure that we continue to stimulate the demand for Vancouver-Alaska cruising and for land packages as part of the cruise tour. The cruise industry makes a significant contribution to the Port, the city and the region. It contributes about C\$170 million annually to the Canadian economy and we believe that this is worth building on.

We have had excellent support from the cruise lines, and the industry at large in making SHIP TO SHORE a successful conference. Also, the Port of Yokohama was very generous in their support of "SHIP TO SHORE" in its inaugural year, which happened to coincide with the tenth anniversary of our sister-port relationship. They have also participated as exhibitors in SHIP TO SHORE and we certainly hope that they will continue to join us in our conference, just as we hope to be able to continue our presence at the Yokohama cruise forum. As the name PACIFIC RIM CRUISE ASSOCIATION implies, we hope to see more ports and tourist bureaux from the Pacific Rim participating in SHIP TO SHORE. Together we can build up and expand this growing market.

Conclusion

In concluding I would like to re-emphasize two of the points I have raised today.

First, cruising is a quality vacation experience. Passengers expect good value for their money with top notch service and so do the cruise lines. They expect commitment from the port and its community to providing high levels of service and excellent facilities. Therefore, it is vital for ports to keep pace with the industry and to meet the demands of their cruise line customers.

Second, a cooperative environment is critical to the development and to the growth of any industry and in this case to the cruise industry. Working in a partnership that involves the port, the city, the region and the cruise lines has greatly assisted us in contributing to the growth of the cruise industry. By pooling our resources, we are able to market much more effectively and get a much bigger bang for our promotional dollar.

It has been a pleasure to share with you the Port of Vancouver's perspective on cruising. The industry is growing and, we believe, represents significant growth potential for ports and port cities around the world. We wish the Port of Yokohama and delegates from both the private and public sectors much success in expanding the cruise industry of Japan. Once again, thank you for the opportunity to join in this discussion.

The Vancouver-Alaska Cruise

For over a century, the Port of Vancouver has welcomed ocean-going travellers. The service that began as passenger transport to and from Canada's west coast has evolved into a multi-million dollar cruise industry employing thousands of people, both afloat and ashore.

In The Beginning

First passenger ships to call Port of Vancouver were three Cunard liners chartered by Canadian Pacific in the late 1880s to inaugurate passenger service to Orient; in 1891, CP introduced famous "Empress" ships which continued trans-Pacific service until World War II.

Alaska cruises first offered by U.S. and Canadian coastal shipping companies with extra berths to fill; first ships

dedicated to Alaska cruising were converted WWII Corvettes operated by Vancouver's Union Steamships in 1950s.

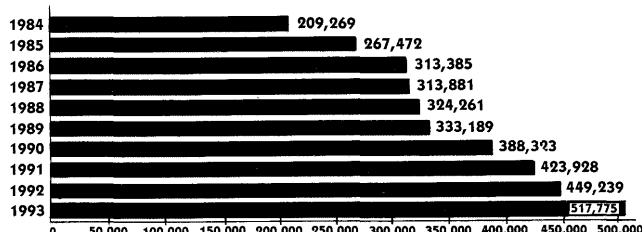
Vancouver's Cruise Industry Today

Vancouver one of North America's busiest summer cruise ports; two cruise terminals accommodating some 230 sailings a year.

Number of cruise passengers has more than tripled from 150,000 in late '70s to 500,000 today.

Located in heart of downtown Vancouver, world famous Canada Place complex houses Vancouver Port Corporation's main cruise passenger terminal, complete with distinctive 'sail' design.

Port of Vancouver Revenue Cruise Passengers

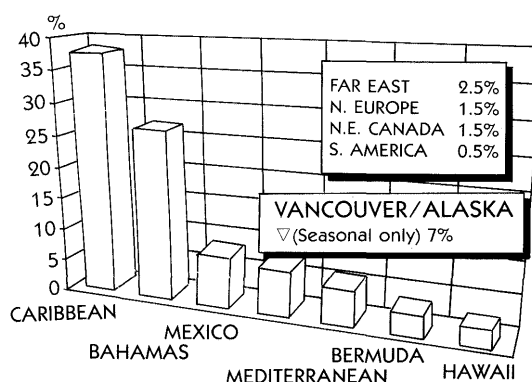


Economic Impact of Cruise Industry to Canada

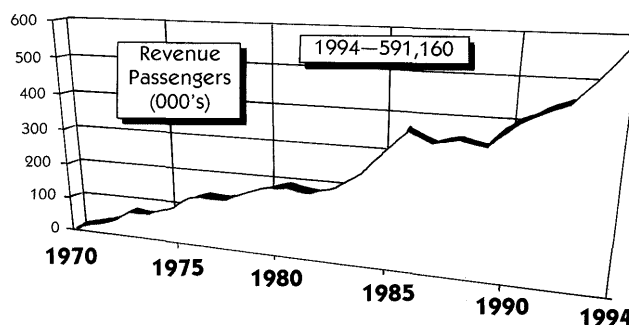
	Cdn\$M	Cdn\$M
MARINE SERVICES		38.4
PROVISIONING		22.4
TRANSFER (Transportation of Cruise Ship passengers)		28.7
TOURISM		
Lower British Columbia	20.1	
Canadian Rockies	23.1	
Yukon	19.7	
Passenger Expenditure (BC)	18.3	
TOURISM TOTAL		81.2
TOTAL DIRECT ECONOMIC BENEFIT	SMILLION	170.7

SOURCE: The Alaska Cruise Industry Economic Benefit to Canada Study (Jonathan Seymour and Associates-1993)

Major Sailing Regions Worldwide Market Share



Vancouver-Alaska Cruising From 1970 to 1994



Changes in subscription fees for Ports & Harbors

The subscription Fees for "Ports and Harbors", effective from January 1995, are to be changed with the new charges as indicated below.

• Annual Subscription Fees (per copy)

Airmail:	■ Asia	US\$70
	■ Canada, USA, Central America, Middle and Near East, Oceania...	US\$75
	■ Africa, Europe, South America	US\$80
Surface mail:	■ All regions.....	US\$50
	■ Japan	¥7,200

International Maritime Information

WORLD PORT NEWS

Singapore Port Institute: 1995 Training Courses

The Singapore Port Institute (SPI) is the training arm of the Port of Singapore Authority (PSA). SPI's objective is to expand training opportunities for personnel from local and overseas port and shipping industries.

For 1995, SPI will be offering a range of 14 courses on port management, operations, engineering, shipping and related subjects. Teaching resources for these courses will be drawn from PSA

as well as local and overseas institutions of learning.

Administrative Details Application Procedures

Application for courses should be made through the enclosed application form. Separate forms should be used for different courses. (Please feel free to make photo-copies of the application form). Application forms should be signed by an authorised officer of the sponsoring organisation and stamped with the company or organisational

Schedule of Courses

In 1995, SPI will be offering 14 courses on port management, operations, engineering, marine and related subjects to meet the train needs of the shipping and port industry. Lecturers for these courses will be drawn from PSA departments, Singapore Polytech National University of Singapore and the University of Delaware (USA). The schedule of courses is given below:

COURSE	DATES	DURATION	FEE(\$)*
Diploma in Shipping and Port Management	6 Mar-8 Jul	5 weeks	\$5,200
Drive Technology	17 - 28 Apr	2 weeks	\$2,000
Strategic Human Resource Management in the Port Industry	2 - 6 May	1 week	\$1,150
Management of a Warehousing and Distribution Centre	22 - 26 May	1 week	\$1,150
Prevention of Marine Pollution from Ships — MARPOL 73/78	29 May-2 Jun	1 week	\$1,150
Port Management and Operations	5 - 16 Jun	2 weeks	\$2,000
Management of Container Operations	3 - 14 Jul	2 weeks	\$2,000
Management and Operations of a Break-bulk Terminal	24 Jul-4 Aug	2 weeks	\$2,000
Management of Port Security	2 - 13 Oct	2 weeks	\$2,000
Handling, Transportation and Storage of Dangerous Goods	13 - 24 Nov	2 weeks	\$2,000
Quay Crane Simulation Training	On request	1 week	\$5,000
Bridge Teamwork and Shiphandling Simulation	On request	1 week	\$4,000
Practical Pilotage Attachment & Shiphandling Simulation Training	On request	2 weeks	\$11,500
Practical Pilotage Attachment and Shiphandling Simulation Training for Licensed Pilots	On request	1 week	\$7,500

* Fee excludes Goods and Services Tax (GST). Local Singapore participants will be required to pay 3% GST on fee. Non-company sponsored overseas participants will also be required to pay GST.

seal.

Applications should include a cheque or bank draft for the total amount of fees in Singapore dollars made payable to the Port of Singapore Authority. Applications should reach SPI at least one month before course commencement dates.

Refund of Fees

If notice of withdrawal is given in writing three weeks before course commencement dates, an 80% refund of the fees will be considered. No refund will be made if notice of withdrawal is given after the stipulated period.

Medium of Instruction

The medium of instruction for all courses is English. Participants are expected to be proficient in the language.

Certificates

Certificates of Attendance will be issued to participants who maintain full attendance in all training sessions.

Accommodation

Arrangements for hotel accommodation will be made on request only.

Living Allowance

Sponsoring organisations are requested to ensure that their personnel have adequate funds to cover accommodation, meals, transport, medical and other incidental expenses while in Singapore.

Visas and Travel Arrangements

Participants will be responsible for their own visas and travel arrangements to and from Singapore. On arrival at Singapore Changi International Airport, they should obtain the required approval to stay in Singapore for the duration of their training from the Immigration Authority. Participants are advised to take up relevant travel and accident insurance policies.

Cancellation of Courses

SPI reserves the right to cancel or postpone any course if necessary.

Enquiries

For specific information on courses offered by the Shiphhandling Simulation Centre, contact:

Manager (Shiphhandling Simulation)
SPI Building
2 Maritime Square
Singapore 0409
Republic of Singapore
Tel: 321-2273 (Local)
(65) 274-7111 Ext 2273 (Overseas)
Fax: 321-2090 (Local)
(65) 276-9450 (Overseas)
Tlx: RS 28676

For general information on SPI's courses, contact:

Training Manager
Singapore Port Institute
No 2 Maritime Square
Singapore 0409
Tel: 321-1825 (Local)
(65) 274-7111 Ext 1825 (Overseas)
Fax: 321-1416 (Local)
(65) 276-9450 (Overseas)
Tlx: RS 28676

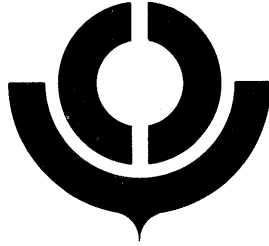
WCO: Now CCC's Working Name

The Customs Co-operation Council, Headquartered in Brussels, Belgium, adopted the working name World Customs Organization effective October 1, 1994. According to James Shaver, Secretary General of the Organization, "the change was necessary to reflect both the growing international participation and growing international significance of the Organization".

The Customs Co-operation Council, established in 1952, is an intergovernmental organization with a mission to secure, through co-operation between governments, the highest degree of harmony and uniformity in all Customs systems world-wide, in the interest of International Trade.

The Convention formally establishing what is now the WCO was signed in 1950 by 17 European nations but today it has become a global organization with 136 Member administrations.

For more than 40 years, the WCO has actively addressed a wide variety of Customs matters. Conventions, instruments and recommendations have been developed to handle complex issues concerning Customs techniques,



enforcement, valuation and classification. From its small beginnings, the WCO has grown into a dynamic organization with a world-wide vocation.

As the 21st Century approaches, Customs administrations all over the world are striving to promote trade by facilitating the legitimate movement of goods across international boundaries. At the same time, Customs administrations are contending with increasingly sophisticated methods of smuggling and other kinds of Customs fraud through the use of appropriate control and compliance measures.

In this challenging environment, the WCO, while continuing to promote harmonization and standardisation through the adoption and application of its various international instruments, will serve its diverse and ever-increasing membership by:

- Vigorously encouraging exchange of information between Customs administrations;
- promoting the use of appropriate modern technology by Customs administrations in both the developed and developing countries; enhancing the relationship between Customs and the international trading community;
- meeting the increasingly demand for assistance in Customs training; and
- providing special assistance to those Members which are moving towards a market economy.

Another important activity of the WCO is the Agreement on Rules of Origin, which will harmonize non-preferential Rules of Origin with a view to removing any unnecessary obstacles to trade. The WCO has been given the critical task of completing this harmonization programme, by drafting harmonized rules through a Technical Committee on Origin. The results of its work will be presented to the WTO for approval.

The Headquarters of the WCO is

located in Brussels, where the Secretariat employs a total staff of nearly 120 persons, including many technical experts drawn from Member Customs administrations. The two official languages of the WCO are English and French. Spanish, Arabic and Russian are also used for selected purposes.

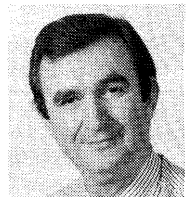
World Environment Day: United for a Better World

The theme of World Environment Day, to be commemorated on 5 June 1995 will be: "We the Peoples: United for a Better World". The main international celebration will be held in Pretoria, Republic of South Africa.

Agenda is:

- Giving a human face to environmental issues by demonstrating the linkages between humankind and the natural environment;
- Empowering people to become active agents of sustainable and equitable development;
- Promoting and understanding that communities are pivotal to changing attitudes towards environmental issues;
- Reinforcing the need for a better understanding of global environmental issues and for environmental education;
- Advocating global partnership which will ensure all nations and peoples enjoy a safer and more prosperous future.

Monitoring Navigation Buoys Through Satellites



By Namir Al-Nakib
Market Manager
Government Sector & Maritime
SCADA
Maritime Services Division •

The components of a navigation light buoy are few, but very significant. Such components include those that operate the light as well as the assurance of position keeping, drift indication or warning due to damage caused by collision.

Imagine the scenario, in which a

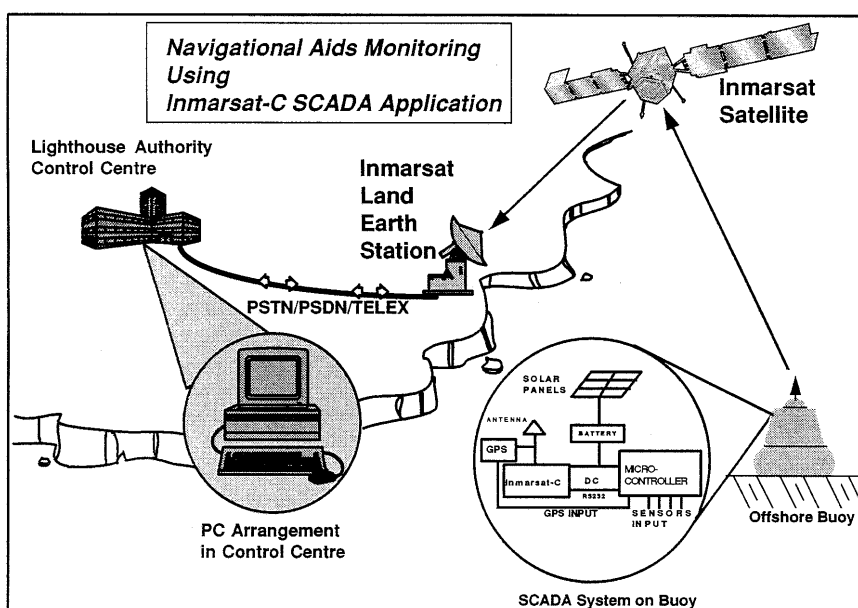
vessel making approaches to a port or navigating a deep sea channel comes across a supposedly lit buoy and finds its light to be out. The vessel will report the buoy to the relevant port authority or administration, which in turn sends the appropriate vessel and facilities to repair the light.

More often than not, the vessel would probably not report the fault, or would not know to whom it should submit the report. It is not uncommon for a remote navigation buoy, after developing a fault or breaking adrift, to go undetected for some time. The buoy itself would then be designated not as an "aid", but as a "hazard" to navigation.

Modern communication technology has contributed to an application known as SCADA (Supervisory Control and Data Acquisition), which is being used to monitor a navigation buoy by receiving reports on its health status. The application initially used HF/MF frequencies with limited success. Point-to-point terrestrial microwave systems (e.g. VHF, UHF etc.) was later used more successfully. However, in view of the short range coverage of those systems, large numbers of navigation buoys may have had to be excluded, or the control point of the system had to be close to the location of the buoy. At times the system configuration required relay stations to expand the coverage area of the SCADA application.

More recently, satellite technology has introduced a new era to SCADA. It has widened the scope of the application by making use of the microwave communication system with the flexibility of having the control point anywhere within the satellite coverage area. For a geostationary satellite, this ranges almost from the North Pole to the South Pole with a width at the Equator exceeding one-third of its circumference. In any one country in the world, the control point can receive information from any buoy under that country's jurisdiction to a distance beyond the exclusive economic zone.

With the introduction of the Inmarsat-C system in 1991, a SCADA application was integrated to support monitoring of navigation aids, in particular offshore buoys. Inmarsat-C is a store-and-forward digital communication system. The system was originally envisaged to provide text mes-



sage services. An Inmarsat-C terminal is small in design and has an omni-directional antenna, which continues to point to the satellite and therefore requires no stabilization. The Inmarsat-C system supports a number of protocols, from which messaging, data reporting and polling are used for the SCADA application.

3B Engineering, a firm founded in the Netherlands, has recently developed and installed an end-to-end control system on three navigation buoys operating in the North Sea, off the Dutch coast. They are the West Hinder, the West Hinder North and the fairway buoy to the River Maas.

The system configuration consists of an Inmarsat-C terminal with an antenna which also services a GPS receiver on board the buoy. Sensors, monitoring circumstances on the buoy (e.g., lamp conditions, power supply, leaks, etc.) are led to a micro-controller, which is interfaced with the Inmarsat-C transceiver. Output of the GPS receiver is also interfaced with the controller. The Inmarsat-C terminal, the GPS receiver, the sensors and the micro-controller are powered by batteries recharged by a group of solar cells placed on the superstructure of the buoy.

In order to conserve energy the monitoring system is put to sleep, with the exception of the micro-controller. This processor regularly checks on the health status of the buoy, such as the condition of the Inmarsat-C terminal, level of the power supply, lamp status

and whether there has been a leak into the buoy. If any of those readings is beyond a critical level the Inmarsat-C will be wakened up for an alarm to be transmitted to the control station.

Twice every hour the micro-controller wakes up the GPS receiver to check on the position of the buoy. The GPS receiver inputs the position reading into the processor, which will relate it to a computation of a specified guard ring around the buoy. If the position is outside the guard ring the Inmarsat-C terminal is wakened and an alarm is sent. Once a day around midday, the terminal is wakened up to download a status report to the control station.

Using the messaging protocol, the Inmarsat-C terminal on the buoy passes the communication via the Inmarsat Atlantic Ocean Region-East (AOR-E) satellite to the Dutch Land Earth Station "STATION 12" at Burum. From Station 12, the signal is passed along a Public Switched Telephone Network (PSTN) to the control centre located at Scheveningen and operated by the Directorate General of Shipping and Maritime Affairs in the Netherlands.

A master PC at the control centre receives the communication; a remote PC is linked to the master and located at the navigational aids maintenance centre. Presently, through a simple software programme, the PC monitor shows function boxes for each of the parameters measured. When an alarm sounds, the operator will click on the box to obtain a reading on the status

of the alarm. If it requires maintenance, the message is passed to the remote PC.

The Directorate intends to develop a software programme that will show a graphic display of the coastal areas of the Netherlands with locations of all the buoys to be monitored. The operator can then click on the buoy to obtain status information; additionally the buoy will light up or give an intermittent light and sound an alarm when the system is providing an exception report.

If a fault occurs on the buoy, it can now be detected in no time at all and repairs will be effected immediately. If, however, the buoy breaks loose, the GPS will continue to report the positions and the buoy can be easily located. The Directorate plans to install similar systems on another 17 buoys, which would be light vessel replacements and traffic zone marker buoys. The system was found to be simple, reliable and very rugged; it continued operating in wave conditions of up to six meters.

Monitoring navigation buoys through the satellite communication medium is therefore becoming an important aspect of managing navigational aids. This is particularly relevant when a large infrastructure is either not available or not feasible. In sea areas where it is not practical for port authorities to have regular patrols to monitor the buoys, because of distance, bad weather conditions, marine hazards etc., the Inmarsat-C SCADA system provides the solution.

New Publications

Maritime Labour Conventions and Recommendations, Third Edition, 1994

This volume contains the substantive provisions of 30 Conventions and 23 Recommendations, dealing with the conditions of employment of seafarers adopted by the International Labour Conference over a 70-year period, as well as the provisions of instruments applicable to all workers including seafarers, referred to in Conventions No. 147. There are also two charts showing the ratifications by States

members as at 15 April 1993 of the maritime and other Labour Conventions listed in this publication, and the declarations of application of Conventions to non-metropolitan territories.

vi + 194 pp. ISBN 92-2-107111-1
ILO Publications
4 route des Morillons
CH-1211 Geneva 22
Facsimile No.: (41)-22-798 6358
Telephone No.: (41)-22-799 6111
Text No.: 415647 ilo ch

Technology Review Study: Significant Emerging Technologies and Their Impacts on the Port Authority

By The Port Authority of New York & New Jersey. New York: 1994. 36 pages + appendices. Figures. Illustrations. Contact: Business Analysis Division, Office of Economic & Policy Analysis, The Port Authority of New York & New Jersey, One World Trade Center, Suite 54 South, New York, NY 10048. Tel: (212) 435-5039.

"The pace and breadth of technological development leaves virtually no aspect of society untouched," observed Richard Roper, Director of The Port Authority's Office of Economic and Policy Analysis, in his foreword to this discerning and well researched document. "From the perspective of the Port Authority," he continues, "technological change directly affects both the economic vitality of the metropolitan region and the agency's own performance and results."

Based on a comprehensive literature scan, 145 interviews with "multi-disciplinary experts" outside the agency, and discussion with more than 80 Port Authority staffers, the researchers identified 17 "significant emerging technologies" that are likely to have "the greatest impact on the agency's facilities and services over the next 15 years."

To better assess the policy implications of the 17 technologies on the Port Authority's core businesses — airports, seaports, surface transportation, and commercial real estate, the study is organized into "cross-cutting clusters."

The "clusters" and their associated "significant emerging technologies" are listed below:

1. Major New Products likely to be introduced by the Agency's Customers or Suppliers

1. Global Position System (GPS)
2. New Large Aircraft (NLA)
3. Post-Panamax Container Vessels
4. Alternative Fuel Vehicles
5. New Bus Designs
6. Intermodal Truck/Rail Freight Equipment

II. Environmental and Safety Technologies

7. De-Icing Technologies
8. Security Technologies
9. Environmental Monitoring Technologies

III. Information and Telecommunications-Based Technologies

10. Advanced Traffic Management Systems
11. Automated Equipment Identification (including Electronic Toll Collection)
12. Electronic Data Interchange (EDI)

IV. New products that could be introduced by the Port Authority to improve Competitiveness or Customer Service

13. Office Building Technologies
14. Baggage Handling Technologies
15. Maritime Terminal Equipment

V. Substitutions for Agency Core Business

16. High-Speed Rail
17. Telecommuting Technologies

The study defines each technology, summarizes its status, gives examples of its use, identifies barriers to widespread commercialization, and concludes with an assessments of its impacts on The Port Authority and its major customers. (AAPA Advisory)

Lloyd's Ports of the World 1995

Published by Lloyd's of London Press;

Editor Brian A Pinchin;

ISBN 1-85044-559-1; ISSN 0266-6197; (iv) + 980 pp. Price £160.

Colour maps are included for the first time in the 1995 edition of *Ports of the*

World, to be published in late October by Lloyd's of London Press.

All ports in this edition of the annual port directory are cross-referenced to the 64-page map section.

With more than 23,000 additions or updates, almost half of *Lloyd's Ports of the World 1995*, the thirteenth edition to be published by Lloyd's of London Press, is completely new.

The directory now catalogues details of facilities and contacts at over 2,700 ports around the world; this year including stevedoring companies at many ports. For anyone needing port information, it is a comprehensive reference to facts, figures and geographic locations — from the telex number of Aabenraa to the latitude of Zuetina.

The hardback directory, with guide cards and tab indexing for easy reference, is divided into continental sections, with ports listed alphabetically within each section. It is indexed by continents, countries within continents, and ports within countries.

The extensive information on contacts and facilities at each port is complemented with details of approach and anchorage, hazards and tides. Also given is the port position plus number of the UK Admiralty Chart on which it is to be found and the Admiralty Pilot in which it is described.

A final section on International Free Trade Zones details information on some 300 operational zones worldwide.

Lloyd's Ports of the World 1995 is available, price £160, including surface mail postage, from Lloyd's of London Press Ltd, Sheepen Place, Colchester, Essex CO3 3LP, England.

Tel: +44 (0) 1206 772113;

Fax +44 (0) 1206 772118.

The Americas

Port of Montreal Extends General Tariff Freeze

The Montreal Port Corporation is freezing all its general tariffs for a third consecutive year and enhancing its tariff incentive program for containerized general cargo in 1995.

"The tariff freeze and the enhancement of the incentive program are direct results of the measures the port cor-



New Medpac Ship's 1st Call at Fraser Surrey Docks

The new *Cielo Di Livorno* of the Med Pacific Express Line recently made her first visit to Fraser Surrey Docks. On this occasion, presentations were made to the Master of the ship, Captain Ruedeger Sowinski, by Fraser Surrey Docks Ltd. (FSD) and the Fraser River Harbour Commission (FRHC). In the photo, left to right, Rick Pearce, Port Manager and CEO, FRHC; Bill McKinstry, Line Manager and Russell Bellinger, Operations, both with Anglo Canadian Shipping; Dave Whitaker, Director of Operations, FSD, and Mike Cornish, Director of Marketing and Customer Services, FSD.

The inaugural voyage of *Cielo Di Livorno* at FSD is part of the modernization program of the Med Pacific Express Service, whose partners, the Italia Line and d'Amico Line, have serviced the Mediterranean for over 50 years.

poration has taken to rigidly control operating costs so as to continue to contribute to the overall competitiveness of the Port of Montreal system," said Mr. Dominic J. Taddeo, president and chief executive officer of the Montreal Port Corporation.

The bottom line is that net wharfage charges on containerized cargo at the Port of Montreal will further decrease by 20 cents per tonne or 9.5 per cent to average \$1.90 per tonne in 1995. This compares with the rate of \$2.10 per tonne in 1994, and the rate of \$2.25 per tonne which was in effect back in 1985, 10 years ago. While net wharfage charges on containerized cargo at the port have decreased 15.6 per cent over the last decade, inflation in Canada over the same period, on the other hand, has exceeded 35 per cent.

The general tariff freeze for 1995 is once again on harbour dues and charges for berthage and anchorage, wharfage, and the railway, as well as grain elevation and storage. In addition, passenger charges remain frozen for a fifth

consecutive year.

The Montreal Port Corporation's tariff incentive program for containerized general cargo for 1995 once again includes an additional bonus to be shared by shipping lines that contribute to increasing the port's total 1995 container cargo throughput.

The bonus for additional throughput is available to container lines trading both internationally and domestically. On top of the base incentives, an additional rebate of \$1 per metric tonne will be granted for every tonne in excess of the port's 1994 total volume. The rebate will be paid to shipping lines having registered growth and will be proportional to their contribution to the port's total increase in container traffic in 1995.

The Montreal Port Corporation's base incentives for international cargo in 1995 will remain at 74 cents per tonne for the first 175,000 tonnes handled and 84 cents for each additional tonne up to 1.5 million tonnes. For each additional tonne over 1.5 million

tonnes, the corporation has increased the incentive by 16 cents per tonne or 19 per cent to \$1 per tonne in 1995, compared with 84 cents per tonne in 1994.

For domestic shipments, the 1995 base incentives will again be 58 cents per tonne for the first 175,000 tonnes handled and 68 cents for each additional tonne.

The Port of Montreal was the first Canadian port to introduce in 1986 a tariff incentive program to provide incentives to shipping lines to encourage them to move as much container traffic as possible through the port's facilities.

In 1995, landbridge traffic for all containerized cargo between Asia and Europe routed through the Port of Montreal will once again benefit from an additional rebate of \$1 per tonne on top of the base incentive. The landbridge rebate, which provides a savings of \$14 per 20-foot container and \$19 per 40-foot box, capitalizes on the role the Port of Montreal plays as a leader on the North Atlantic and on the excellent rail services available out of the North American West Coast.

A reduction of a further 17 cents per tonne will continue to apply for all containerized cargo west of Ontario in Canada, and west of Michigan, Indiana, Kentucky, Tennessee, Georgia and Florida in the United States. This incentive translates into a savings of \$2 per 20-foot container and \$3.40 per 40-foot box.

For Mediterranean traffic, the additional 25 cents per tonne remains in effect.

"Our third consecutive tariff freeze and the enhancement of our incentive program for 1995 are part of the Montreal Port Corporation's continuing commitment to support the shipping lines calling at the Port of Montreal," Mr. Taddeo said. "We are confident that measures such as these ensure that our entire port system will continue to be even more competitive and productive."

St. Lawrence Open to Navigation All Winter

Even though January 1994 went down in the history books as an all-time record cold month, an action plan developed by the Canadian Coast Guard

in conjunction with several players in the industry kept the St. Lawrence River channel open to navigation all winter long.

Following consultations with pilotage, environmental and port authorities, including the Montreal Port Corporation, as well as shipping lines and representatives of the maritime industry early last year, the Coast Guard developed an action plan to improve winter navigation on the St. Lawrence River system.

This initiative went hand-in-hand with all the efforts the port corporation has taken to promote the advantages of the Port of Montreal and remind exporters and importers that, in fact, the port is open to navigation year-round.

The action plan was deemed a success by the industry. The average temperature of -16.6 Celsius (two degrees Fahrenheit) for the month of January was more than six degrees Celsius (11 degrees Fahrenheit) colder than normal.

February was not much better, with an average temperature of -11.8 Celsius (11 degrees Fahrenheit), more than three degrees Celsius (six degrees Fahrenheit) colder than normal.

January and February also experienced well above-average snowfalls.

The Montreal Port Corporation would like to take this opportunity to thank all those involved, particularly the Canadian Coast Guard and the pilots, for a job well done. (*Portinfo*)

Water Bill: Ports Lament Congress' Failure

U.S. public ports gave 103rd Congress an incomplete grade for its failure to enact water resources legislation this session.

"Essential navigation dredging projects and procedural reform for ports around the nation were held hostage by an unrelated floodplain management issue," said Erik Stromberg, President of the American Association of Port Authorities (AAPA). "Congress' inability to take action on this critical bill underscores the reason why economically and environmentally justified dredging projects should be put on a separate track and subject to their own multi-year funding and authorization,

like airports, highways and other transportation infrastructure," he added.

Although the House approved a Water Resources Development Act (WRDA) bill in September, further progress was blocked in the Senate over concerns by the Chairman of the Environment and Public Works Committee on flood plain management policies.

Keeping federal navigation channels open for trade is one of the critical issues for the country as well as for AAPA. Passage of the landmark WRDA in 1986 revived the water resources development program by placing greater financial responsibilities on local project sponsors. Congress has passed authorization legislation every two years since then, in 1988, 1990 and 1992.

According to Stromberg, "AAPA has worked hard to ensure that Congress maintain this two-year cycle, which is essential to effective project planning and budgeting by local and state governments. If a project is economically justified, environmentally acceptable and is supported financially by the local sponsor throughout the arduous planning process, the sponsor must be able to rely on dependable federal authorization and a funding timetable.

"U.S. public ports are deeply disappointed that water resources legislation failed this year, particularly since the House-passed bill included critical language providing for federal cost-sharing of upland dredged material disposal areas," Stromberg said. (Under current law, ocean-based disposal is cost-shared while upland disposal remains the sole responsibility of the port.)

"This language is essential not only to recognize the appropriate federal role but also to place all disposal options on the same level playing field. It will lead to better, more environmentally sensitive overall dredged material management," Stromberg said. "This important bill must not again be held captive to last minute proposals — it must be taken up as soon as the 104th Congress convenes.

"In addition, public ports were pleased that the issue of foreign ship-building subsidies was resolved this year through multilateral negotiations, a solution that AAPA long felt was preferable to a punitive legislative trade

remedy. Unfortunately, the gridlock created at the end of the Congress caused the downfall of several maritime proposals which we supported, including Coast Guard deregulation, towing vessel safety, and legislation to promote cruise operations between U.S. ports."

State of the Port Address By New Orleans' Brinson

"Business is quite good at our port."

That's how President J. Ron Brinson summed up his view of the Port of New Orleans and the local maritime community in his eighth annual "State of the Port" address.

Brinson had impressive statistics to back up his positive assessment: During the first six months of this year, the Port handled 5.3 million tons of general cargo, a 43 percent increase over 1993. And while he doesn't expect the Port to maintain that level of growth for the rest of the year, New Orleans should enjoy its best general cargo tonnage year since 1969, the earliest year the Port can quantify statistics.

Driving much of this growth is steel and other niche cargoes. "We're now getting steel literally from all over the world," Brinson said. "Our port continues to lead the U.S. port industry in export and import steel, imported rubber, plywood imports and coffee. ... These are the cargoes that are attached by our rail system, the river, and the special expertise of ... our maritime community."

Statistically, New Orleans remains the busiest general cargo port in the South, holding 19.6 percent of the market. Looking at the five-year growth curve, the port and maritime community "are holding their own in a very competitive growth market." The growth market should continue, Brinson says, because of increased trade with Latin America, particularly Mexico.

Brinson could also boost that the Port of New Orleans produced a net operating profit for the third year in a row. Key to the Port's financial success has been the continued stability of segmented maritime revenues together with declining operating costs.

"It costs less to operate the Port today than it did in 1986, and I would suggest

to you that such performance indicators reflect nothing more than the good governance of a Board of Commissioners which never compromises standards and its values for fiscal prudence," Brinson said.

The Port is on its way to becoming debt-free and still has the cash reserves to continue its capital improvements program, Brinson added.

While Brinson pointed out the Port's accomplishments, he primarily credited the New Orleans maritime community for the accomplishments at the Port. "The private sector of the Port has become one of the most competitive in the U.S. You take a back seat to no one," he said.

(Port of New Orleans Record)

Long Beach Port Honors Nagumo of 'K' Line

The Port of Long Beach Board of Harbor Commissioners recently extended its 1994 Honorary Port Pilot Award to shipping industry leader Shiro Nagumo, chairman of the board of Kawasaki Kisen Kaisha, Ltd., better known as "K" Line.

In awarding Nagumo the port's highest achievement award, Harbor Commission President Carmen O. Perez said, "We are pleased and honored to extend this award to Mr. Nagumo of "K" Line, who is a valued, long-time customer of the port."

The port's relationship with "K" Line dates back to the mid-1950s, when "K" Line first called Long Beach with breakbulk service. By the 1960s, the company introduced containerships into its trade, and in 1971, "K" Line opened International Transportation Service (ITS), one of the first container terminals in Long Beach.

During this time, Nagumo climbed "K" Line's corporate ladder and was elected to the board of directors in 1984. As a director, he helped guide the company in establishing dockside rail at ITS — the first terminal-controlled, dockside rail in the United States.

Today, ITS has celebrated the movement of more than three million containers across its docks. Last year (1993), the terminal handled more containers than any other container terminal at the port. Consequently, "K" Line's presence in Long Beach has



From left to right: Shiro Nagumo, president of the board of Kawasaki Kisen Kaisha, Ltd.; and Carmen O. Perez, Port of Long Beach Harbor Commission president.

contributed significantly to the port's 26 percent container growth in fiscal year '93-'94.

Within the shipping industry, Nagumo also is recognized as a pioneer in the introduction of pure car carriers, which transport up to 5,000 automobiles on multiple decks. "K" Line's car carriers are responsible for transporting thousands of import and export automobiles between Southern California and Japan each year.

Nagumo joined "K" Line in 1956 after graduating from the Faculty of Law at Tokyo University. In 1985, he was promoted to managing director and was named senior managing director in 1990. He became president of "K" Line in 1992 and chairman of the board earlier this year (1994).

The Honorary Port Pilot Award was established in 1954 by the Port of Long Beach Board of Harbor Commissioners. It recognizes leaders in the maritime industry, government and transportation, who have made significant contributions to the advancement of world trade.

Port Canaveral: Channel Made Wider, Deeper

Completion of the channel widening and deepening project in September will accommodate the entry of deeper draft ships bearing aggregate, oats, fertilizer, cement, scrap, lumber, and petroleum products into Port Canaveral.

According to Louis J. Perez, director of marine marketing & trade development, shippers of these commodities

have been waiting for Port Canaveral to offer the capability of receiving vessels with drafts of -39 feet (-11.89 meters) mean low water (MLW), and the project's completion will stimulate additional international business at the port.

Port Canaveral's docks previously provided entry for cargo vessels with maximum draft of -35 feet (-10.67 meters) MLW. Plans are under review for dredging an additional 2 feet if sufficient interest is demonstrated by the cargo marine interests at the port.

The project involves widening and deepening the portion of the entrance channel between the Trident Turning Basin (located closest to the entrance) and the Central Turning Basin, enabling larger and deeper draft ships of 40,000-ton Panamax Class type, to reach South Cargo Pier #4, North Cargo Piers #1 and #2, and the Rinker cement facility.

Perez stated, "We now have a draft deeper than most bulk facilities in Tampa Bay and other Southeast ports, our historical competitors for bulk and neo-bulk freight."

(Port Canaveral Journal)

Oakland Port Operations Net \$4.4 Million

The year-end final audit of the Port of Oakland for the fiscal year 1993-94 (July 1, 1993 to June 30, 1994) released shows a net income of \$4.4 million, not including \$8.9 million from a one-time land sale. The \$4.4 million was generated from operations after paying interest of some \$25 million on the port's debt and accounting for both depreciation and amortization expenses.

This compares with a net of \$5.1 million for the 1992-93 fiscal year, or a decrease of \$0.7 million.

Port Executive Director Charles Roberts emphasized the contribution of the \$8.9 million one-time land sale income to the 1993-1994 bottom line of \$13.3 million. "A more realistic index of our profitability," he said, "is the \$4.4 million generated by operations, and that represents a decrease."

At the same time, Roberts pointed out, the port's expenses rose by \$9.4 million. While some of the increase was attributable to changes in policy

which moved previously capitalized costs such as maintenance dredging into the operating budget, Roberts said, more than half of the rise in expense resulted from personnel costs. This occurred despite a net decline in the number of employees because of cost-of-living adjustments negotiated three years ago.

Early indications are that the current fiscal year, which ends June 30, 1995, will result in a positive bottom line.

For the first three months of the year, the port's revenue over expense, or bottom line, is \$2.0 million. The primary index of seaport activity, the number of loaded containers handled, was the equivalent of 298,900 20-foot units, or 15.4 percent more than the year before.

At the airport, a total of 2.2 million passengers emplaned or deplaned in the first quarter, 11.1 percent more than last year. Air freight totalled 254 million pounds, or 14.7 percent more, than the same interval in 1993. Income from the port's non-transportation real estate in the first quarter was \$2.3 million.

But Roberts said that the current budget forecasts only \$2.5 million in total annual operating revenue, plus \$7.1 million from one-time land sales.

"This continues an unwelcome trend which has seen our net from ongoing operations decline over the past three fiscal years. One-time revenue sources, such as asset sales, have masked the decline. Our ability to raise revenues is severely constrained by the risk of losing business to competitors. So we are compelled to find new and dramatic savings if we are to realize our very promising capital improvement program."

Roberts said the combined 5-year capital requirements of the seaport, airport and real estate divisions are about \$800 million.

Extension of Portland Terminal 6 Approved

In August 1994, the Port of Portland Commission approved a program that calls for expansion of the Port's Terminal 6 container complex which will handle an ultimate annual volume of 300,000 containers (510,000 TEUs or twenty-foot equivalent units).

Expansion will take place over a

ten-year period when — by the year 2005 — it is predicted future Port marine development will take place at the newly-acquired 750-acre West Hayden Island property.

To reach the full capacity of 300,000 containers, the Port will need to invest about \$60 million in capital improvements.

This investment will extend the three-berth wharf at Terminal 6 for larger ships, add container cranes and expand the terminal area by 77 acres.

As a first phase, staff has recommended a \$25 million construction program to be accomplished in the next three years to meet current and near future capacity requirements.

Portland is currently the fastest growing container port on the West Coast, averaging 25 percent annual growth over the past three years.

Since 1991, the Port has added five new container carriers and doubled its container volume from 94,000 to a pace of 185,000 containers a year.

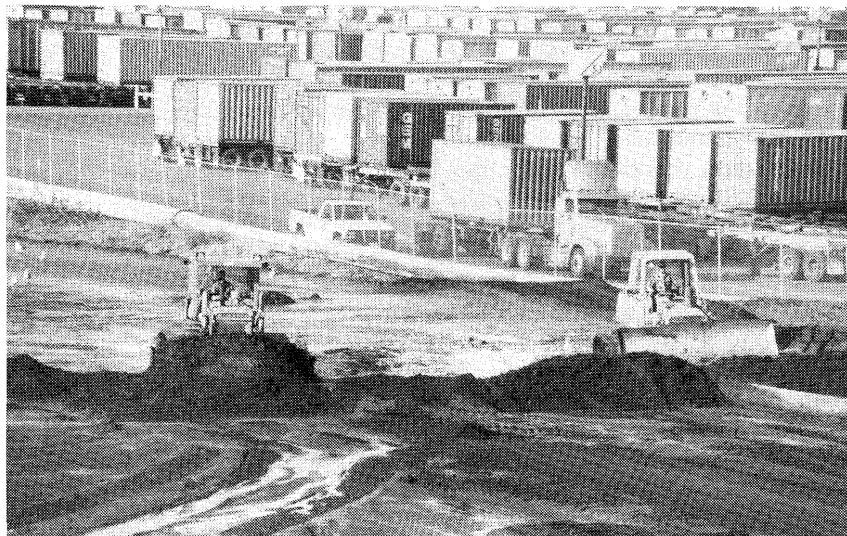
(Portside)

Tacoma: Milestone on Dredge-and-fill Project

Over 1.1 million cubic yards of contaminated sediments have been successfully removed from the Sitcum and Blair waterways, marking the completion of a major component of the Port's Superfund cleanup project on Commencement Bay. The cleanup is part of the Port of Tacoma's \$18.1 million dredge-and-fill project being completed by Manson Construction & Engineering Co.

The project, which started in October 1993, includes major dredging on the Port's two busiest waterways. Dredging on the Sitcum Waterway was completed in June, where a total of 425,000 cubic yards was removed and placed in the Milwaukee Waterway confined disposal site. This included contaminated sediments from historical ship unloading operations (e.g. zinc, copper, and lead ores) and stormwater runoff.

The Sitcum Waterway was one of eight problem areas identified by the Environmental Protection Agency (EPA) when it issued the Commencement Bay Nearshore/Tideflats Record of Decision (ROD) in 1989. The ROD requires investigation and cleanup of



these identified problem areas under EPA's Superfund authority.

The Port has just completed dredging 750,000 cubic yards of contaminated sediments from the Blair Waterway. These sediments were placed in the Milwaukee Waterway confined disposal site on top of the Sitcum sediments. With the completion of the contaminated cleanup on both the Sitcum and Blair, the Port has successfully achieved the second major Superfund cleanup in Commencement Bay.

The contaminated sediments have been placed in the Milwaukee Waterway, which was selected by EPA in 1993 as an appropriate disposal site to ensure protection of human health and the environment. The Milwaukee Waterway, which was constructed in the early 1900s, is outdated and obsolete for modern shipping needs.

The contaminated fill is being capped (covered up) with clean dredge material from the Blair Waterway. When completed, the confined disposal site will be developed into a 23-acre expansion of the Sea-Land Terminal facility. Sea-Land, one of the Port's major container shipping lines, currently leases over 100 acres from the Port.

Over five acres of filled land is now visible at the Milwaukee disposal site. Fill work on the project is expected to be completed by Manson in December 1994. The material will then require six to eight months to settle before improvements can be made to the site. These improvements will include paving and lighting to make the site suitable for container cargo use by Sea-Land.

"This project has been an excellent example of how environmental cleanup and Port development can go hand in hand," said John Terpstra, executive director of the Port of Tacoma. "We're able to clean up a Superfund site and deepen our waterways, as well as accommodate the expansion needs of a major Port customer."

In addition to the cleanup activity, the Port is restoring habitat on two sites as mitigation for environmental impacts of the dredge-and-fill project. The Port's major mitigation action involves using about 900,000 cubic yards of clean Blair sediments to provide over 20 acres of marine habitat near the mouth of the former Milwaukee Waterway. The Port is also providing an additional 9.5 acres of restored habitat on a tributary to the lower Puyallup River as part of this overall project.

Africa/Europe

Port of Le Havre: Big Shipowners Come Back

Everybody knows it, all the big shipowners who had left the port during the stormy period have come back to carry out their regular calls in Le Havre, since the signing of the stevedoring agreement. The gradual return of goods requires more time insofar as shippers, exporters and importers widely scattered in Europe and all over the world take more time to be convinced: Le Havre has to prove its reliability in the

long run even if recent figures encourage optimism.

If one actually analyses the number of container moves carried out in terminals in September 1994, it exceeds by almost 6% the results recorded last year at the same period of time. Over the first fortnight of October 1994, the rise reaches more than 14% compared to the level reached in 1993.

As for quality service, the latter is kept at a good level: the rate per hour of crane operation recorded on all the container-ship calls, including container and general cargo mixed ships and feeder vessels, is higher by 5% in September 1994 in relation to the 1993 reference year. For the calls of full transoceanic container ships of more than 100 moves, the rate per hour at berth increased even further by 4% in September compared to August 1994, that is a 22% rise in comparison with September 1993. Thus, it shows a clear reduction in the average length of ship calls. Hence, some progress, even if the port, for a certain number of shippers, is still remaining under observation....

Port Safety – Focus of 3rd Bremen Conference

Safety standards in the world's seaports were center of attention at the 3rd International Port Safety Conference in last October at the World Trade Center Bremen, Germany. Within the framework of the Bremen conference more than 90 port safety specialists from 34 nations prepared the foundations for a corresponding catalogue of norms. A group of international experts will coordinate the norms of this catalogue to a basis applicable worldwide and subsequently submit it to the international specialised organisations for conversation.

Under the patronage of the Bremen Senator of Ports, Shipping and Foreign Trade, the conference was organised by the PTC Port and Transport Consulting Bremen GmbH and supported by international organisations such as IMO (International Maritime Organisation) and BIMCO (Baltic and International Maritime Council) as well as by the European Union. Greatly expanded seaport services within the framework of quality assurance was

the subject of main emphasis this year for the biennial conference held in Bremen. Questions regarding optimisation of pilotage integrating the most up-to-date technology, as well as the safeguarding against stowaways, were also listed on the agenda.

In the course of technical ship development and the accompanying reduction of personnel on board as well as the increasing depth of services in the seaports, safety-orientated processes of organisation structured efficiently in view of ecological requirements move into the foreground. The objective of this year's conference was then, among others, to develop just such structures. At the same time methods were worked out for the fast and effective transferral of new forms of work and organisation to developing countries as well.

During the closing conference session the patron and PTC as organiser once again pointed out the forward-looking significance of essential seaport safety standards. In view of the permanently increasing world trade volume and the increased demands upon seaports, improvement of safety in seaports is imperative. The conference taking place every two years in Bremen provides important foundations in this process.

Asia-Pacific Envoys Visit World Trade Center

It was more than just a visit when the 15 ambassadors from the prosperous Asia-Pacific region were guests in the Bremen World Trade Center to

mark the 93rd jubilee of the foundation of the Bremen "East Asian Association". During a five-hour presentation the diplomats spoke on the economic developments and perspectives of their countries for the near future and offered fascinating insights into special features of their homelands. The ambassadors spent that evening at the founding celebration of the Bremen East Asian Association, which was established over 90 years ago.

German trade with the Asia-Pacific region is increasing. This year the container division of the Bremen ports operating company BLG, Bremer Lagerhaus-Gesellschaft, expects to handle more than 320,000 containers (TEU) in Asia-Europe trade. BLG offers its customers a wide range of high-quality services. Container terminals, packing centres, Europe's largest car terminal, warehouses and cold stores are among the BLG facilities available in the freeports. Value-added services, such as storage, consolidation, assembly and packing, are only some of BLG's distribution services.

For Asian exporters and importers the Ports of Bremen/Bremerhaven are a major gateway to Continental and Eastern Europe and an important transshipment centre for Scandinavia. Short distances to the new markets in Eastern Europe, a common language with some areas, and existing relationships and contacts in these developing states are major advantages to decide on Bremen as European logistics hub port.

Today 36 companies from Asia have recognized Bremen's World Trade

Center strategic position in terms of market access and have set up branch offices in Bremen to serve the German and European markets.

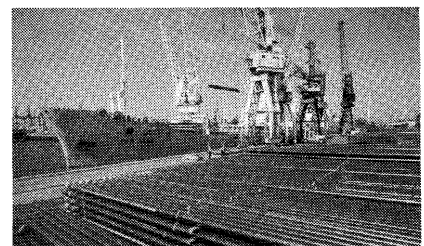
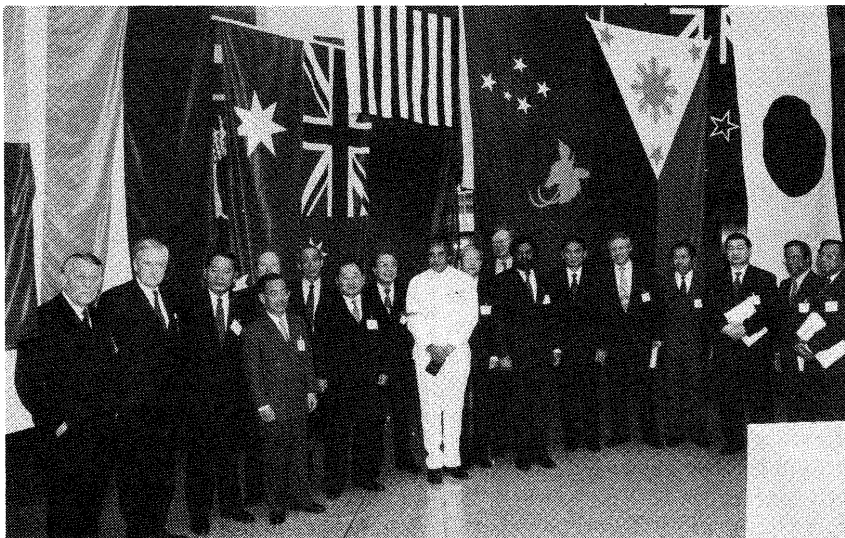
Hamburg Is Still Known As China's Bridgehead

The first ship to sail direct from China to the Port of Hamburg tied up more than two centuries ago — on December 4, 1792. That was the start of intensive trading relations between the Port on the Elbe and China. Today, Hamburg is still proud to be known as "China's bridgehead" in Europe. In the 19th century Hamburg was, at times, China's second most important trading partner — behind England but ahead of France and the USA. The city on the Elbe soon became one of the most important foreign partners for the "Middle Kingdom" — a fact that is reflected in the number of Chinese living in Hamburg and Chinese companies based in the city.

Not only the Chinese state-owned shipping line, COSCO, but also numerous other Chinese firms have their European headquarters in Hamburg — above all, companies from the transport and trading sectors. In terms of container turnover, China is now one of the Port of Hamburg's top-ten trading partners.

In 1993 German exports to China via the Port of Hamburg rose by 37%, imports by 11% while Chinese transit trade through the Port of Hamburg totalled 250,000 t. In all, more than two million tonnes of cargo were handled on Chinese routes in 1993. Container turnover totalled 730,000 TEUs.

In 1994 Hamburg is profiting from the heavy Chinese demand for imported steel. Bulk cargoes such as iron wires, steel pipes, steel bars and section steel are the most important German exports



Steel pipes bound for China at the Hansa Umschlagsgesellschaft mbH (HUG) Terminal

along with vehicles and machinery. Electrical goods, oilcake, tinned vegetables and fruit, children's toys, plastic goods and clothing are the main imports.

Port of Cork in Profile

The Port of Cork is the principal port on the south coast of Ireland. A natural, sheltered, deepwater harbour, it is favoured with an ideal location close to the main shipping lanes to Northern Europe. Cork is the only Irish port which offers direct, scheduled lift-on lift-off and roll-on roll-off services to the European mainland including the shortest crossing to the continent.

There has been impressive growth in cargo throughput since the early eighties. A significant factor has been the multi-modal dimension of port traffic — Cork handles all five shipping modes i.e. dry bulk, liquid bulk and break bulk in addition to lo-lo and ro-ro. Cork is Ireland's premier industrial deepwater harbour and offshore servicing port while it is also Ireland's only freeport.

The city quays have been the traditional handling area for dry bulk cargoes but much of the animal feedstuffs trade is nowadays handled at the Ringaskiddy Deepwater Terminal, which can accommodate fully laden Panamax size vessels. The port's scheduled lift-on lift-off services are handled at the Tivoli Container Terminal, situated two miles downriver from the city. Also at Tivoli are handled shortsea car carriers and much of the port's break bulk traffic. Located eight miles from the city, the Ringaskiddy Ferry Terminal handles the cross channel and continental car ferry services. The recently renovated Cruise Terminal at Cobh handles most cruise liners although some are accommodated at Ringaskiddy and the city quays.

There are private marine facilities located as Whitegate, Haulbowline, Ringaskiddy, Rushbrooke, Marino Point and Passage West.

Cork city and its environs with a population of 224,000 people is situated on 51° 54'N Latitude and 8° 24'W Longitude. As Ireland's second city, it is the commercial, industrial, cultural

and educational capital of Munster. An university city, its Regional Technical College also houses the National Marine Training Centre. The road infrastructure, both locally and nationally, is improving steadily while the port is well served by good rail connections. Cork Airport offers high frequency scheduled flights to Irish, British and European airports with charter flights to the United States and other destinations.

Port of Cork Mission Statement

"To operate, administer, develop and control the Port of Cork as an efficient, customer-oriented commercial enterprise".

General objectives

Commercial

To be an efficient cost-effective organisation, responsive to customer needs.

Development

To produce and implement development strategies that are responsible, innovative and competitive, resulting in high quality service and business growth.

Financial

To ensure that the Port of Cork remains a stable, financially viable organisation.

Regulatory

To ensure safe navigation and proper operating procedures for all vessels using the Port.

Environment

To promote and foster good relationships with community organisations in the harbour area.

To protect the quality of the environment influenced by port operations.

To take necessary environmental planning and management measures.

Human Resources

To provide staff with a state working environment, job satisfaction and opportunities to achieve advancement and acquire additional skills.

New Emergency Plan For Shannon Estuary

A new marine emergency plan for the Shannon Estuary will be published shortly, which will supersede the existing plan which has been in place for

a number of years. The plan is a blueprint for action to be taken by all authorities in an emergency or potential emergency.

Captain Alan Coghlan, Limerick Harbour Master is the plan co-ordinator and he will activate all the emergency services such as the County Fire Services, Health Boards, Gardai and any other agencies likely to be required to respond to the emergency.

The plan is set out in chapter form with the first chapter dealing with emergencies in general, followed by separate chapters giving details of action to be taken in the case of particular types of emergencies. Also included in the plan will be a directory of personnel that may be required to respond to the emergency and a list of equipment necessary to respond to that emergency and where that equipment may be obtained.

The plan production and co-ordination has been undertaken by Limerick Harbour Commissioners and the Foynes Harbour Trustees. Other agencies involved in the plan include: Mid-Western Health Board, Garda Síochána, Clare County Council, Kerry County Council, Limerick Corporation, Fire Services of Kerry, Limerick City and County and Clare, Aer Rianta, Shannon, and Foynes Harbour Trustees.

It is intended to hold exercises annually to test the efficiency and practicability of the marine emergency plan and a general meeting will follow these exercises to discuss the plan's shortcomings and how to improve for the future. (*Shannon Shipping News*)

Premium on Port Fees To Green Award Ships

Last April you received a newsletter on the Green Award Certification Scheme. Shortly after this newsletter the Port of Rotterdam (one of the initiators of the scheme) had to reconsider its incentive (a premium on port fees up to 9%). This was caused by the new EC-regulation on the implementation of IMO Resolution A.747(18) covering the application of tonnage measurement of ballast spaces in segregated ballast oil tankers (SBTs).

In order not to interfere this process of reconsideration by the Port of Rot-

terdam, the Green Award Foundation decided to suspend its certification activities during the time this process took.

On October 13, 1994 the city Council of Rotterdam decided the following:

From January 1, 1995 the Rotterdam Municipal Port Management gives a premium of 6% on port fees for ships with a Green Award Certificate.

Referring to this decision the Foundation decided to adjust the system from three to two levels namely:

- a Document of Prerecognition
- a Green Award Certificate

The 6% premium on port fees is attached to ships with a Green Award Certificate.

Gothenburg to Test Cargo-handling System

A test port facility for a future cargo-handling system is to be built as Port of Gothenburg's Älvsborg Harbour. The system will be able, under favourable conditions, to load and unload 1,600 containers on a ship in less than two hours.

The test harbour is connected to the plans of a very fast shipping line between Gothenburg in Sweden and Zeebrugge in Belgium, using the so-called FastShip concept. These plans indicate that two ships of a new design could offer daily sailings from each port. The speed would be in excess of 30 knots, giving a sea-time of 17 hours and a revolutionary one-to-two-hour port time.

The test port is to be built in the eastern part of the Älvsborg ro/ro harbour at Gothenburg. Before the arrival of the ship, containers and trailers would be placed on special platforms to be used in-terminal and on-ship. These platforms have air-cushion devices fitted that make them lift under operation.

The platforms are tied together in a row, a terminal locomotive is attached, and the entire train of platforms is pushed aboard the ship by the ro/ro or rather flo/flo method. The locomotive provides the power for the air-cushion devices, and rails on the terminal area guide the train of platforms as do rails onboard the ship.

Each platform can carry two forty-foot containers or four

twenty-footers or one trailer. The ship can carry 800 twenty-foot containers. The unloading and loading operation, taking between one and two hours, is equal to a 24-hour job on a conventional container vessel.

The cargo-handling system is called Aicon for Air-lift containers and has been developed by Thornycroft, Giles & Co. Inc. of Washington, DC, USA. These are the same people that developed the FastShip design.

The Port of Gothenburg is handling the Aicon test on behalf of itself and the Port of Zeebrugge, its port partner in the proposed fast link. The two ports have a joint development company called Gothenbrugge NV. The scope of this company is considerably wider than preparing the introduction of this new shipping concept, but it has been decided that the tests be run within the framework of the company. Gothenburg has been chosen as the test plant because of its harsher winter conditions.

The two ports of Zeebrugge and Gothenburg have an interest in developing a fast shipping line between the two ports, based on industry needs and overcoming the infrastructural difficulties of the northern continent. Although the line does not yet exist, the two ports have decided to pave the way for a desirable development by testing a cargo-handling system that matches the FastShip concept.

Gothenburg: New Car Terminal Commissioned

Gothenburg's new car import and export terminal has started life in the Port's Skandia Harbour facility. The

terminal will handle deep-sea car shipments in both directions.

Gothenburg is Sweden's biggest car port with approx. 170,000 cars handled each year. The bulk of the car shipments are Volvo exports: Volvo's main assembly factory is situated at Gothenburg.

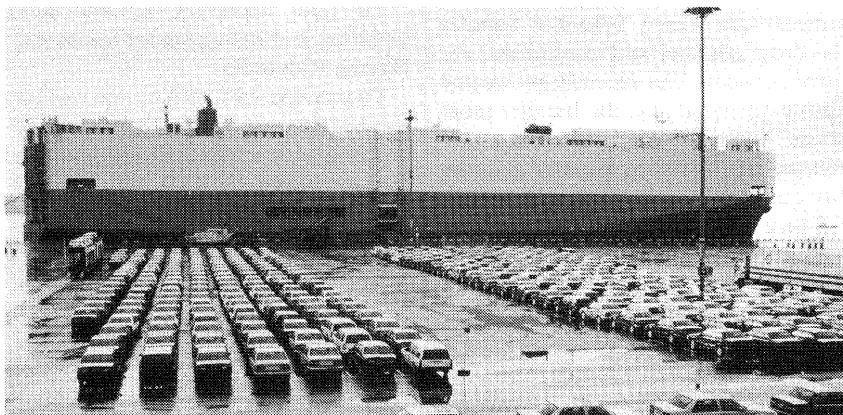
The eastern part of the Skandia Harbour has been re-arranged to house the new terminal. An area of 60,000 square metres has been opened, mainly for car exports. An additional area of 200,000 square metres is dedicated to future volumes of car imports.

The new car terminal handles the deep-sea export car volumes of Atlantic Container Line, but also the car-carrier-borne exports to North America and Asia until now handled in the older Lindholm Harbour. This facility was an exclusive Volvo terminal, while the new facility at Skandia Harbour is a common-user terminal.

Until now, the Port has had few possibilities of offering car import services, since there has been a shortage of space. With a concentration of production at Skandia container terminal, space is now available, as is a pre-delivery inspection service at quayside.

It is the ambition of the Port of Gothenburg to gain deep-sea car import business as a result of the new terminal. A separate organisation has been erected for the car handling, with newly-recruited loaders/unloaders and lashers. Quality is the main factor; for instance, the specially trained workforce has single-use white cover-alls when loading and unloading the cars.

During the first month of operations, nearly 7,000 cars were handled on fifteen ships at the new terminal. In ad-



Gothenburg's new car import and export terminal is situated in the Port's Skandia Harbour. Gothenburg is Sweden's leading car port.

dition to the new terminal, large volumes of cars are exported and imported at the nearby Alvsborg Harbour, where intra-European shipments are handled.

PLA: New GT Vessel Conservancy Charge

Revised Conservancy Charges on vessels have been issued by the Port of London Authority (PLA) following the implementation of new Tonnage Regulations (conversion from GRT to GT). The new charge structure will be effective from 1 October 1994.

The restructured schedule of charges has been designed to cause the least possible overall economic change. Throughout May, June and July the PLA compared the effects of the new charges on all ship arrivals in the Port of London, totalling 3,429.

"In all changes there are winners and losers but we have made every effort to minimise the impact on shipping. Fears have been expressed by the shipping industry that ports might take this opportunity to make windfall profits. In the case of the PLA the overall effect is marginally to decrease conservancy revenue," said Geoff Adam, Head of Port Promotion.

The revised schedule introduces two new categories for Class I ships 'up to 2,500 tons', and between '2,501 to 10,000 tons'. Recognising the particular effect on Ro/Ro vessels below 10,000 tons has resulted in two categories of 'up to 10,000 tons' and 'over 10,000 tons', replacing the previous single category. Cruise vessels are far less affected than previously assumed and the link with Ro/Ro vessels has therefore been broken.

"From October, if the GT of a vessel is not known, the PLA will base its charges on either the GT of a comparable vessel, rounded up to the nearest 100 ton, or apply the formula issued by the Department of Transport which was devised by the Sub-Committee of the IMO's Maritime Safety Committee on Stability and on Load Lines and on Fishing Vessels Safety (SLF)," explained Geoff Adam.

In conjunction with the change in Conservancy Charges an amendment is proposed to the current Pilotage Service Schedule, also with effect from 1 October 1994 whereby the charges

for Ro/Ro vessels will be applied to 50 per cent of the GT and the charges for passenger vessels will be applied to 60 per cent of the GT.

Conservancy Charges on Vessels Applicable from 1 October 1994

Class I	per GT
All vessels other than Classes II and III	
Up to 2,500 tons	3.00p
2,501 to 10,000 tons	5.99p
10,001 to 55,000 tons	10.22p
Over 55,000 tons	14.35p

Class II	
(a) Ro/Ro vessels	
Up to 10,000 tons	1.50p
Over 10,000 tons	3.00p
(b) Cruise vessels	3.50p
(c) Passenger ferries	1.50p

Class III	
Sludge/effluent carriers	5.99p

Asia/Oceania

World's 1st Ballast Water Management Strategy

In what is believed to be a world's first, the Federal Government, Australia, has released a draft strategy to manage ballast water from domestic and international shipping. Senator Nick Sherry, Parliamentary Secretary to the Minister for Primary Industries and Energy said on 2 December 1994.

Launching the Draft Australian Ballast Water Management Strategy in Hobart, Senator Sherry said it would lead to arrangements that would help minimise the risk of unwanted aquatic organisms being transferred to Australia and between Australian ports.

These arrangements include the establishment of an interim Australian Ballast Water Management Advisory Council, to be chaired by Senator Sherry, and a Research Advisory Group to provide the Council with advice on scientific research into ballast water management and treatment.

"The introduction of destructive marine organisms into Australian waters by foreign vessels discharging ballast is a potential environmental

disaster", Senator Sherry said.

"This strategy, devised by experts from governments, shipping and fishing industries, environmental and maritime organizations is a blueprint for management of this issue."

Senator Sherry said that the strategy had broadly identified the magnitude of the issue and the options for managing it cost effectively, and would put in place specific arrangements for research and treatment options and associated environmental and resource management problems. The strategy had also identified the agencies and organisations responsible for the management of the strategy.

"The success of the strategy hinges on a number of principles", the Senator said.

"Firstly, it must be a national strategy and the requirements of all stakeholders must be considered.

"The ballast water arrangements should also seek to minimize the risk of movement and establishment of unwanted aquatic organisms.

"Continuing research is required, and Commonwealth, State and Territory and other parties' legal responsibilities must be acknowledged.

"Finally, the value of existing environmental and public health data bases must be recognised along with the need for a more comprehensive federal coastal water monitoring program".

Senator Sherry said that, in light of the severe consequences of toxic dinoflagellates for the seafood industry and public health, the guidelines will initially concentrate on toxic dinoflagellates.

"Many scientists consider that any treatment process that can destroy toxic dinoflagellates will probably be highly effective against other unwanted aquatic organisms", Senator said.

"While the consequences of the possible introduction of the cholera organism are not yet known, pending further expert advice on the organism and its ability to translocate to Australian ballast water and cause problems, it is intended to include it as a high threat target organism. Current research on the Northern Pacific Seaster will continue".

Senator Sherry said that the Australian Quarantine Inspection Service (AQIS) was not satisfied that international ships visiting Australia were complying with international guidelines

to the extent claimed, that is, 80%.

"To check the level of compliance AQIS is commissioning a study to determine what further action needs to be taken in this area."

Senator Sherry said that much had already been achieved in ballast water research. The most promising had been a heat treatment process, the first practical shipping exercise in the world whereby waste engine heat was being used to treat ballast water. This research is yet to be concluded.

"The draft strategy is further evidence of Australia, largely through the efforts of AQIS, continuing to lead on this issue", Senator Sherry said.

The strategy will be fine tuned following public comment on the draft, which will be invited up to March next year.

Comments and suggestions should be forwarded to AQIS. Copies of the draft strategy are available from AQIS.

For further information: Senator Sherry's office:

Leonie Holloway

06 277 3128

Australian Quarantine & Megan Bonny Inspection Service

06 272 5156

Further Reductions in Brisbane's Port Costs

Brisbane's port costs are set to fall even further as a result of the Queensland Government's decision to cut pilotage and conservancy fees at ports around the state.

The reductions, which will be phased in as of July 1, 1995, will set Port of Brisbane conservancy fees drop by 50 per cent, with pilotage charges being lowered by an initial 33.9 per cent.

The decision, following on the heels of the Port of Brisbane Corporation's abolition of berthage on July 1 1994, means that Brisbane will remain the cheapest major container port in Australia for cargo carrying vessels.

Transport Minister David Hamill, making the announcement to the International Cargo Handling Co-ordination Association in Brisbane in September, said the reduction in pilotage charges and fees levied for the maintenance of navigational beacons in commercial shipping channels would allow Queensland ports to be more

competitive.

"Our transport linkages to the world — our roads, rail and ports, must be as cost-effective and efficient as possible to ensure transport costs do not hinder the price competitiveness of our exports," Mr Hamill said.

"The Queensland economy is an export based economy and we must encourage trade opportunities arising from the creation of competitive advantages such as these reductions," he added.

Shipping companies are expected to save almost \$15 million during the next three years as a result of the initiative, which will reduce government fees at state ports by an average of 50 per cent. Mr Hamill said that price must be a key marketing element to support competitive advantages and stimulate trade throughput.

"As an example, the Port of Brisbane Corporation sets its charges to ensure that the overall enterprise is sufficiently profitable and such that charges for each commodity or cargo category at least cover marginal costs, reflect market conditions, limit cross subsidies and facilitate trade," he said.

A recent comparison of ship-based charges for the *Australian Advance* exchanging 560 teus in Brisbane, Sydney and Melbourne showed Brisbane is already some 37 per cent below Melbourne's costs and some 21 per cent lower than Sydney's.

The most significant party to benefit from the combined impact of these reforms and decisions will be ship-owners, but indirectly exporters and the wider community will also benefit.

Mr Hamill said that this approach recognised the importance of trade maximisation rather than profit maximisation, and had significant economic benefits at both State and National levels.

(*Brisbane Portrait*)

Napier Announces Warehouse Construction

The Port of Napier is to build a \$3m warehouse on undeveloped land alongside its wharves. The complex is expected to be completed by next April, in time for use during the middle of the busy export season.

In an announcement, the Managing Director, Ken Gilligan said the devel-

opment was necessary because of the substantial growth in warehousing business at the port. It will enhance the Napier port company's ability to be competitive, retain existing cargo and to attract new customers.

Approval for the development was given at the recent meeting of the Port of Napier board of directors, with \$3.0m allocated for shed building and associate paving and roading. The decision to go ahead with the warehouse comes just a month after dredging work began for a planned \$17m wharf development.

The 7,100m² shed, which will be slightly bigger than a rugby field or equivalent to about 70 average-sized houses, will be built to the west of Kirkpatrick Wharf, opposite Hornsey Road. It includes a canopy area for all-weather packing of containers and a special lighting system for night packing of export produce.

Mr Gilligan said there is increasing pressure on shed space for short-term transit cargoes such as imported bananas or for seasonal export crops.

He also said that with greater emphasis on quality, the port needed to provide facilities to ensure horticultural products would not be affected by dust, temperature or sun exposure while in storage or during packing.

"Growth in the past six months from existing clients is making it difficult to offer services to further new customers and we need to be able to continue to attract new customers from outlying areas who have a choice of ports — we need to have the facilities so they choose Napier," he said.

The proposal put to the Board stated that the port company's ability to gain maximum growth in its container business could be limited without the additional container and warehousing facilities and could leave the company more vulnerable to competition.

"This is an exciting development for Napier because it will give our customers greater confidence in our ability to handle growth and it will give us, as a company, more confidence to target trade from areas outside Hawke's Bay, such as Gisborne, Rotorua and Taupo," said Mr Gilligan.

"The flow on effects of additional business generated by our warehouse activities will be significant for the port but there will also be spin-offs for the whole of Hawke's Bay through increased work in handling cargoes in

all aspects of transportation. Road transport operators in particular would be called upon to handle extra cargo to and from the port”.

NSW: Date Set for New Port Corporations

Deputy Premier and Minister for Ports, Ian Armstrong, said the Hunter, Sydney/Botany and Illawarra ports would be corporatised by the start of next financial year.

Mr Armstrong said the legislation is now ready in draft form and will be made available for comment to port users, trade unions, staff and other interested groups and individuals.

“The July 1 starting date is ideal from a financial perspective, will allow consultation on the two Bills and will meet the timetable foreshadowed when I announced the corporatisation of the ports,” Mr Armstrong said.

The first of the Bills creates the port corporations and a State Marine Authority in place of the current Maritime Services Board and subsidiary authorities.

The other consolidates and modernises 10 marine Acts with 18 sets of regulations into a single act.

Mr Armstrong said the initiative would give the ports more autonomy and had been widely welcomed.

“It builds on reforms achieved since 1989 in partnership between government, board management staff and unions, port users and industry generally.

“Among the gains already in place are an average 36% price cut to port customers, trade throughput up 25% and a halving of port debts.

“Our major ports will now have a sharp new focus on business growth and export development.

“This will create more employment, of particular benefit to the Hunter and Illawarra.

“The Coalition Government understand our ports are at the front line of our trade effort, especially given the rapid growth of the Asia-Pacific trade region,” Mr Armstrong said.

Marine regulatory functions along with port management at Eden and Yamba become the responsibility of the new State Marine Authority.

“The waterways Authority will be

integrated with the SMA but importantly will retain its existing role and identity.

“Existing enterprise agreements will remain in place, meaning there can be no involuntary redundancies,” he said.

Mr Armstrong said NSW ports would now enter the 21st Century ideally placed to take full advantage of Australia’s trade potential.

Port of Tauranga Ltd Bags Major Sugar Deal

The Port of Tauranga Ltd on 22 November 1994 signed a major trans-tasman sugar deal with Mackay Refined Sugars Pty in which sugar refined in Queensland will be discharged from a specially-commissioned bulk tanker directly into a purpose-built on-wharf silo.

Chief Executive of the Port of Tauranga, John Halling, said Mackay had leased a 6,400m² site at Mt Maunganui Wharf at the Port of Tauranga on which a 54-metre diameter silo, capable of receiving and storing 25,000 tonnes of refined sugar, will be built next year. The 20-year lease is effective from January 1, 1995.

“As the sole North Island point of discharge and distribution for Mackay sugar, we see this as the start of a very significant new trade for the Port,” Mr Halling said.

The CHL Innovator, Mackay’s purpose-built vessel capable of carrying 20,000 tonnes of refined sugar, called at the Port of Tauranga earlier in the month (November 4) to unload the first shipment of sugar, bagged via a portable bagging plant carried on board the vessel.

Chief Executive for Mackay Refined Sugars (NZ) Ltd, James Proudlock, said the company had been looking for a North Island port with which it could work in partnership to ensure the success of its pioneering system of refined sugar handling.

“The Port of Tauranga has the space to accommodate the construction of a very significant storage facility, and a management team with an attitude geared towards overcoming any challenges that might arise with such a new venture,” he said.

Tauranga Operation ISO Quality Guaranteed

The Port of Tauranga has become the first port in the country to provide customers with the ISO 9002 official guarantee of quality for its entire marine and cargo operation.

The ISO accreditation was achieved in record time thanks to the efforts of staff in providing the various procedure manuals to ISO standards. Chief Executive John Halling says it was pleasing that many of the Port’s existing procedures required only very small adjustment to meet ISO levels, again helping to assist the fast-tracking of the registration.

Independent advisers initially estimated the process would take between nine months and a year to complete. With the total commitment of all staff, including senior management, the Port achieved the certification in less than six months.

“As a process, ISO has been beneficial to the company in terms of reinforcing our existing disciplines,” he said. “And as a further sign of our commitment to meeting customer needs, we now provide an internationally recognised symbol of quality as a service supplier.”

(Portfolio)

PSA’s SingaPort Show Accredited UFI Status

SingaPort, Asia’s most successful maritime event organised by the Port of Singapore Authority (PSA), has been accredited the Union Des Foires International (UFI) status for its excellent performance and proven record. This confirms its standing in the international exhibition and conference industry.

It is one of the 17 UFI-accredited shows to be held in Singapore. UFI’s endorsement of SingaPort ’96 is based on its track record in show quality, size and international participation. Mr Ng Chee Keong, Chairman, SingaPort Steering Committee and Deputy Director (Operations), PSA states “The UFI recognition is an endorsement of the excellent quality and standard of SingaPort. This confirms it as the region’s premier maritime event, further promoting Singapore as a global maritime centre. It is a well established

platform for international participants in the shipping, ports and maritime industries to meet, network and discuss new business opportunities in the shipping world".

SingaPort '94 was highly successful, with 448 exhibitors and 7 national groups from 28 countries participating. The exhibition, which occupied 4,300 sq m, attracted 6,200 visitors from 53 countries — an increase of more than 13% over SingaPort '92 figures — making it the largest maritime exhibition in Asia.

The next SingaPort will be held from 26 - 29 Mar 96 at the World Trade Centre, Singapore. SingaPort '96 promises to be even bigger and better than all its previous shows, with many repeat exhibitors confirming their participation in the show. National groups from Germany, the United Kingdom, France, Norway and Singapore have also indicated their support for the '96 show. Over 8,000 participants from around the world are expected to attend SingaPort '96.

The SingaPort '96 Exhibition will showcase the latest technologies and services in shipping, ports, shipbuilding and repair, marine and cargo-handling equipment, warehousing and distribution, maritime training and consultancy services. Complementing the Exhibition will be a Conference addressing some of the major trends, challenges and developments facing the shipping, ports and maritime industries. Interesting panel sessions and workshops will also be incorporated to facilitate discussion and interaction among the industry experts and delegates.

Port-City and Customs Make up a Team

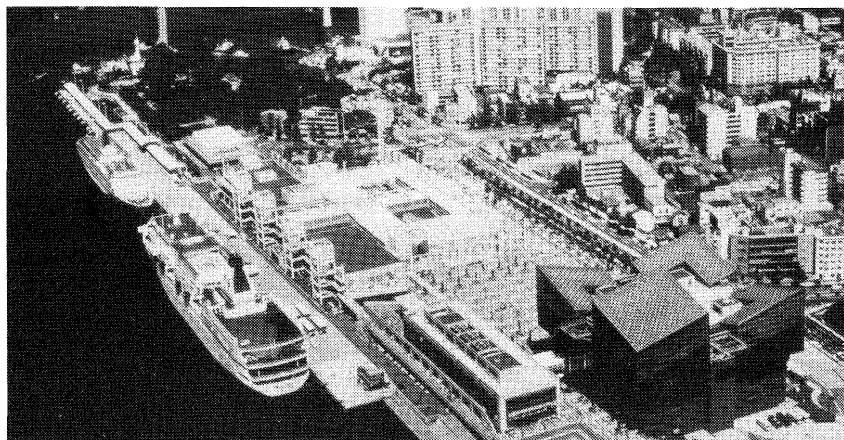
The first gathering of the officials of Kitakyushu City and those of the customs authorities was held on 14 October to discuss subjects of mutual concern and interest. It was attended by Mayor Sueyoshi and Director Kakinuma of Moji Customs Administration.

Since the city's waterfront areas (Port of Kitakyushu) have been extensively developed for large-sized free access zones (FAZ) and various foreign trade-

and commerce-oriented activities, according to recent news from the Kitakyushu Bureau of Ports, it was found appropriate and necessary to enhance coordination and collaboration with the customs authority for the smooth development and implementation of such waterfront commercial services.

The City's concept of "Kitakyushu City Renaissance", focusing on making Kitakyushu City as a hub for regional

trade, involves the implementation of a customs-led cargo clearance system (NACCS) to cope with the rapidly growing overseas trade. At the meeting the importance of enhanced dialogue and information exchange was confirmed. It was also decided that the gathering should be known as "Forum for Administrative Agencies" and that further meetings should be organized on a regular basis.



Tempozan Harbor Village Development Plan

The Tempozan Harbor Village Development Plan, Osaka City's first waterfront redevelopment plan, aims to revitalize the port area in line with the changes in Japanese society resulting from the advent of the so-called "leisure age" and increasing marine recreation.

1. Introduction

Because of its favorable geographical features, Osaka Port has served as Japan's gateway to the world for more than a thousand years, playing an important role as a center of international trade with China, Korea and other countries. Today, Osaka Port prospers as Japan's representative international port, with a hinterland in the Osaka metropolitan area comprising a population of approximately 16 million.

Tempozan, or Mt Tempo, a small mountain about 15 - 20 meters high, was formed from the soil obtained by dredging the Aji River during the Tempo period (1830 - 1844) of the Edo era. In those days, Tempozan was popular as a seaside resort with beautiful

scenery.

From approx. 1900 to 1965, Tempozan and vicinity prospered as a core area of Osaka Port, with wharves for ocean freighters and passenger boats bound for the Seto Inland Sea area. However, marine transport innovations commencing in 1965 promoted transport by ferryboats and container ships, necessitating modern port facilities. Newly constructed wharves with modern port facilities outdated the facilities of Tempozan, which became burdened with unused port facilities belonging to Osaka City, privately owned unused warehouses and a coastal railway. In 1978, Tempozan became the terminus for small high-speed passenger boats serving an area 50 to 100 kilometers offshore. In 1987, wharves and passenger terminals were renovated to accommodate an increasing number of ocean liners; as a result, luxury liners such as the *Queen Elizabeth 2* and the *Saga Fjord* began to call at Tempozan from 1988. Since then, people have gradually come back to Tempozan.

Such being the historical background, the Tempozan Harbor Village Plan is intended to redevelop the Tempozan district as port facilities modern enough to attract foreign ocean liners, and to function as a gateway to the international city of Osaka. The core facilities at Tempozan Harbor Village are an aquarium, "Kaiyukan" and a commercial complex, "Marketplace."

2. Location

Located at the center of Osaka Port, the Tempozan redevelopment district stands on an area of approx. 4 hectares, with a passenger terminal that can accommodate the world's largest liners. Adjacent to this district is Tempozan Park, famed for its beautiful cherry blossoms. A subway station is located conveniently nearby. By car, Tempozan can be reached by the Coastal and Osaka Port Routes of the Hanshin Expressway in about 20 minutes from the central Osaka area. It is also accessible from other regions around Osaka and Kansai International Airport.

3. Promotion of the Plan

The Tempozan Harbor Village Plan Promotion Council was formed to promote the plan. Private enterprises joined the Council from the planning stage. It took the Council one and a half years to prepare the final plan that called for the establishment of a third sector organization. In 1988, Osaka City and 27 private enterprises jointly invested in the establishment of Osaka Waterfront Development Co., Ltd.

The aquarium was designed by Cambridge Seven Associates, a group of architects that had won a very good reputation for the design of aquariums in Boston and Baltimore. As to the designing of the commercial complex, Enterprise Development Company represented by Mr. James Laus obtained the contract. This company is renowned for its development of a number of festival market-laces in the U.S.A.

Commencing in May 1988, construction of the two facilities took only about two years till completion in July 1990. The total project cost was 34.5 billion yen, 28.5 million yen of which was spent on the third sector project. Osaka Waterfront Development Company minimized the burden of raising such a large amount of construction funds by obtaining national

Outline of Tempozan Harbor Village

- Commencement of Construction : May 1988
- Public Opening of Facilities : July 20, 1990
- Total Land Area : Approx. 4 ha

	Kaiyukan	Entrance Building	Tempozan Marketplace
Height	Approx. 50 m	Approx. 22 m	Approx. 26 m
Land Area	Approx. 3,900 m ²	Approx. 3,000 m ²	Approx. 13,600 m ²
Floor Area	Approx. 18,800 m ²	Approx. 7,700 m ²	Approx. 35,600 m ²
	Reinforced concrete, Partial steel frame, 8 Floors	Reinforced concrete, 4 Floors	Reinforced concrete, 4 Floors
	Displays: 580 species 35,000 items		1 & M2F : Parking 2F & 3F : Restaurants & Retail Shops 4F : Offices

government subsidies provided under the law concerning utilization of the private sector (the Tempozan Development Plan was approved as a port cultural exchange facility by the national government). Thanks to this law, Osaka Waterfront Development Company could also borrow interest-free fund from NTT.

4. Tempozan Harbor Village's Facilities

Tempozan Harbor Village consists of several interesting facilities. At the center of the Village is a large "event plaza," on the east side of which is the world's largest aquarium, "Kaiyukan." On the west side is "Marketplace," comprising restaurants and shops. The waterside is surrounded by the wharf, which accommodates sightseeing boats, ferryboats, ocean liners, sailing ships and small high-speed vessels. Another visitors' attraction is "Sunset Plaza," which commands a good view of boats sailing on the sea, the port and the sun setting on Osaka Bay.

(1) Kaiyukan (Osaka Aquarium)

Kaiyukan's theme is the

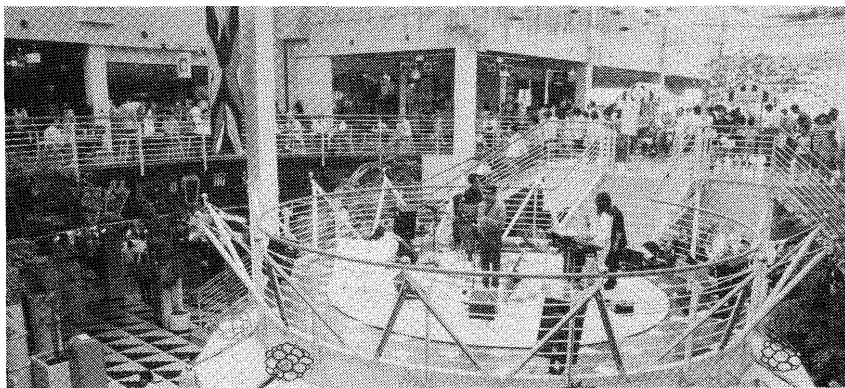


Osaka Aquarium "Kaiyukan"

Circum-Pacific Volcanic Belt (the Ring of Fire) that comprises the Pacific Rim and is inhabited by different kinds of creatures. A vast nine-meter deep water tank (5,400 tons capacity), representing the Pacific Ocean, at the center of the aquarium, is surrounded by 13 tanks of varying sizes (60 - 1,350 tons capacity). The total volume of water is 11,000 tons, 3 - 4 times the volume of a conventional large-scale aquarium, making Kaiyukan the largest in the world. A total of 35,000 creatures of 580 species including fish, amphibians, reptiles, birds, and mammals and 5,400 plants covering 355 species are exhibited in tanks that represent the natural environments the creatures inhabit; namely, the Arctic, Antarctic, Temperate zone, Tropical zone and the Pacific Ocean and its coastal area. Starting from the Japanese forest located on the top of the building, visitors descend the spiral ramp clockwise and observe creatures on land and on water, the different levels of the sea and sea bed. Thus, they experience a fantastic world under water.

(2) Marketplace

The four-storied Marketplace building, with a total floor area of 35,600 square meters, houses 10 restaurants, 13 fast-food restaurants and 54 apparel and sundry goods stores. Constructed under the main theme of "sea and port," this commercial complex offers visitors opportunities to enjoy food and fashion from various parts of the world, including Osaka's sister cities and ports such as San Francisco and Melbourne. The res-



Tempozan Marketplace

restaurants are on the wharf side, allowing diners to enjoy the view of the sea. The fast food restaurants, featuring Japanese and western cuisine surround a cylindrical atrium at the center of the building. On the central stage, a live band and other performances enhance the festive atmosphere of this festival marketplace.

(3) Plaza and Parking Lot

An artificial ground linking Kaiyukan and Marketplace has been constructed at a higher position than the seawall, so as to command a sea view. At the center of the artificial ground is a plaza 10,000 square meters in area. Visitors to the Port can rest and enjoy various events at this plaza. Below

ground there is a public parking lot for visitors to the Village.

5. Conclusion

Since its opening in July 1990, Kaiyukan has attracted 17 million visitors. It is now a popular tourist attraction, visited not only by Japanese but by foreigners as well.

Tempozan Harbor Village has created employment for 1,100 people per day; the total sales up to the present amount to more than 70 billion yen. Countless ripple effects caused by the Tempozan Redevelopment Plan include additional income of ¥1 billion per year earned by the Osaka City Transportation Bureau, which operates the subway and bus systems.

Thanks to the visitors to Tempozan Harbor Village, the surrounding neighborhood has also come to be thronged with people. And the stores there are enjoying better business than ever. Many shops and houses have been renovated, contributing to the revitalization of the port and neighboring districts.

The second phase of the Tempozan district redevelopment plan, presently under way on approximately 1.5 hectares of adjacent land south of Kaiyukan, aims to take the basic concept of the redevelopment plan a step further and to create comfortable open space along the waterfront, allowing people to feel closer to the sea. Osaka City, Osaka Waterfront Development Co., Ltd. and Suntory Ltd. are jointly engaged in the construction of a stairway-shaped embankment where visitors can enjoy being close to the water; an artificial ground area will also be created above a parking lot. These structures are being built as one unit. In addition, a museum and a hotel are also under construction in the area. Part of the second-phase plan construction was completed in the fall of 1994 and is open to the public, helping to make the urban waterfront more attractive and people-friendly.

List of the Exhibits

Water Tank	Region	Name of Exhibition	Major Creatures	Water Volume
1	Japan	Japan Forest	Freshwater fish such as Japanese char and red spotted masou trout; giant salamander; clawed otter; aquatic birds	60t
2	Arctic	Aleutian Islands	Sea otter	250t
3	North America	Monterey Bay	California sea lion, harbor seal	1,050t
4	Central America	Gulf of Panama	Iguana; saltwater fish such as passer angelfish	500t
5	South America	Ecuador Rainforest	Green iguana; common squirrel monkey; South American river turtle; arowana, pirarucu etc.	250t
6	Antarctic	Antarctic Continent	Polar penguins such as Adelie penguin, gentoo penguin, and king penguin	350t
7	Australia	Tasman Sea	Dolphin	1,350t
8	Australia (Tropical zone)	Great Barrier Reef	Dusky butterfly fish; angel fishes, wrasses	450t
9	Pacific Ocean	Pacific Ocean	Large sharks such as whale shark and hammer-head shark; migratory fish such as yellowtail and tuna; ray etc.	5,400t
10	Japan	Seto Inland Sea	Striped beakperch; sea bream; sea bass; Spanish mackerel etc.	150t
11	North America	Kelp Forest	Giant kelp; garibaldi; kelp rock fish etc.	300t
12	South America	Coast of Chile	Japanese anchovy; sardine	250t
13	New Zealand	Cook Strait	Sea turtle; pink maomao etc.	350t
14	Japan	Japan Deep	Giant spider crab; fishing frog; snipefish etc.	80t

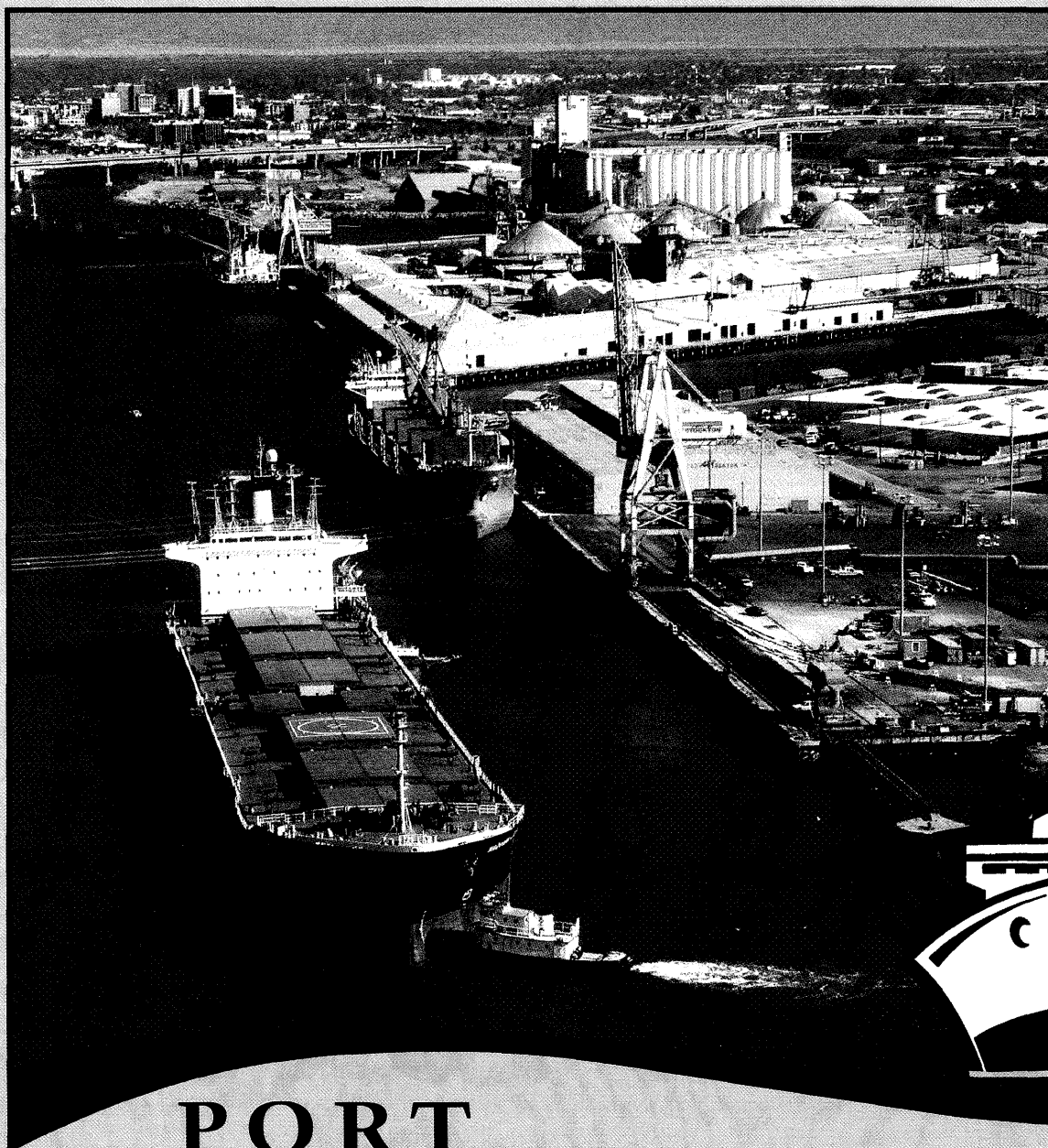


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